INTRODUCTION

CERTIFICATE HOLDER	
AIRCRAFT	
FAA CHDO	
LOCATION	
DATES	
PARTICIPANTS	

A. **PURPOSE.** The Aircraft Configuration Control Job Aid, AFS-900-002-F-03, *replaces QF 210.03 and QF 310.03. I*n combination with the referenced FAA regulatory and advisory guidance materials, it serves as the primary guide for performing AFS-900 Aircraft Conformity evaluations to determine conformity to Title 14 of the Code of Federal Regulations (14 CFR). However, it may also be used for conformity *evaluations* by other FAA Flight Standards offices, or to assist operators in developing and performing their own aircraft conformity and acceptance programs. Regulatory and advisory materials referenced in this aid may not be all-inclusive, and are subject to change between job aid revisions. **It is therefore incumbent on any potential user of this aid to adequately research and review the latest regulations and advisory materials before making conformity determinations.** Questions or concerns associated with this job aid should be directed to the *ATOS CMO* Certification *Section*, management team (***'AVS*-AFS900-*ATOS-Leadership Team*@FAA**).

NOTE: To be considered airworthy, an aircraft must meet two conditions:

1. **The aircraft must conform to its type certificate (TC).** Conformity to type certificate and type design is considered attained when the aircraft configuration and the components installed are consistent with the drawings, specifications, and other data that are part of the TC and would include any supplemental type certificate (STC) and field approved alterations incorporated into the aircraft.

2. **The aircraft must be in a condition for safe operation.** The condition of the aircraft relative to wear and deterioration (e.g., skin corrosion, window delamination and crazing, fluid leaks, tire wear, etc.) must be acceptable (ref. FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products, current edition).

B. **CANCELLATION.** Aircraft Conformity Job Aid AFS-900-002-F-03, Revision *14* dated *01/03/05*, is cancelled.

C. **RELATED 14 CFR PARTS.** 14 CFR parts 21, 23, 25, 33, 39, 43, 45, 91, 121, Special Federal Aviation Regulation (SFAR) 41D, and Civil Air Regulation (CAR) 4b.

D. **RELATED SAFETY ATTRIBUTE INSPECTION (SAI) AND ELEMENT PERFORMANCE INSPECTION (EPI) DATA COLLECTION TOOLS (DCT) AND JOB TASK ITEMS (JTI).** The majority of the inspection items within this job aid are based upon specific regulatory requirements (SRR) and supported by the related Air Transportation Oversight System (ATOS) SAI/EPI DCTs and JTIs.

E. **ABBREVIATIONS AND ACRONYMS.**

AC	FAA Advisory Circular
ACO	Aircraft Certification Office
AD	Airworthiness Directive
AFM	Aircraft Flight Manual
AMM	Aircraft Maintenance Manual
AMOC	Alternate Method of Compliance
AOM	Aircraft Operations Manual
APU	***Auxilliary Power Unit***
AWL	Airworthiness Limitations
CAMP	Continuous Airworthiness Maintenance Program
CAR	Civil Air Regulation
CHDO	Certificate-Holding District Office
CMO	***Certificate Management Office***
CMR	Certification Maintenance Requirements
CPCP	Corrosion Prevention Control Program
DER	Designated Engineering Representative
DFDR	Digital Flight Data Recorder
DTR	Damage Tolerance ***Rating***
ECAM	***Electronic Centralized Aircraft Monitoring***
EEC	**Electronic Engine Controller**
EFB	Electronic Flight Bag
EFIS	***Electronic Flight Instrument System***
ELT	***Emergency Locator Transmitter***
EPI	Element Performance Inspection
ETOPS	Extended Range Operations with Two-Engine Airplanes
FCC	Federal Communication Commission
FDRS	***Flight Data Recorder System***
FSAW	***Flight Standards Airworthiness Bulletin***
FSAT	Flight Standards Air Transportation Bulletin
GMM	General Maintenance Manual
GPS	***Global Positioning System***
HBAT	Handbook Bulletin Air Transportation
HBAW	Handbook Airworthiness
HBGA	Handbook Bulletin General Aviation
HIRF	High Intensity Radiated Field
ICAO	International Civil Aviation Organization
ICAW	Instructions for Continued Airworthiness
ISIS	Integrated Safety Information Subsystem
JTI	Job Task Item
LLM	Lower Landing Minimums
LOPA	List of Passenger Accommodations

MMEL Master Minimum Equipment List
MMS Make Model Series
MRB Maintenance Review Board
MRBR Maintenance Review Board Report
NAT North Atlantic
NOAA National Oceanic and Atmospheric Administration
OEM Original Equipment Manufacturer
PBE Personal Breathing Equipment
PL FAA Policy Letter
PED Portable Electronic Device
PMA Parts Manufacturing Approval
POB ***Portable Oxygen Bottle***
RNAV Area Navigation System
RNP Required Navigation Performance
RTCA Radio Technical Commission for Aeronautics
RVSM Reduced Vertical Separation Minimums
SAI Safety Attribute Inspection
SFAR Special Federal Aviation Regulations
SPAS Safety Program Analysis System
SRM Structural Repair Manual
SRR Specific Regulatory Requirement
SSI Structural Significant Item
STC Supplemental Type Certificate

TCAS Traffic Alert and Collision Avoidance System
TAWS ***Terrain Awareness & Warning System***
TCDS Type Certificate Data Sheet
TSO Technical Standard Order
ULB Underwater Locator Beacon
ULD Unit Loading Device
VD/MD Design diving speed
VDF/MDF Demonstration flight diving speed
Vmo/Mmo Maximum operating limit speed
VOR VHF Omni-Directional Radio Range

RECORD OF REVISIONS							
Original	09/12/00	Revision 5	01/06/01	Revision 10	02/21/02	*Revision 15*	*06/24/05*
Revision 1	10/12/00	Revision 6	01/14/01	Revision 11	05/09/03		
Revision 2	11/04/00	Revision 7	05/20/01	Revision 12	09/17/04		
Revision 3	12/07/00	Revision 8	08/11/01	Revision 13	10/26/04		
Revision 4	12/28/00	Revision 9	01/10/02	Revision 14	12/28/04		

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NOTE: In using this Job Aid:

- The word “approved” means FAA approval.
- Conform the aircraft using the “Limitations” and “Supplement” sections within the approved aircraft flight manual (AFM).

ITEM	SECTION A: CONFORMITY-RELATED RESEARCH	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
	RECOMMENDED PRE-EVALUATION ACTIVITIES		
1	**Aircraft History.** *Review aircraft information in FAA databases and other applicable sources.*		SPAS, ISIS, foreign CAA, manufacturer, etc.
2	**Airframe Type Certificate Data Sheets (TCDS).** *Compare information on TCDS to Aircraft Information Form AFS-900-002-F-01) provided by the operator. Conform aircraft to TCDS, as required. Research related information, including all TCDS notes (e.g.,. Instructions for Continued Airworthiness reduced vertical separation minimums (RVSM) eligibility, High Intensity Radiated Field requirements, basic equipment list, etc.).*		14 CFR 21.21 FAA Order 8130.2E (Ch. 1, Para. 9a) www.faa.gov/certification/aircraft
3	**Engine TCDS.** *Review applicability of TCDS. Verify compatibility of propellers to the installed engines.*	21.41, 33.1	www.faa.gov/certification/aircraft
4	**Propeller TCDS.** *Review applicability of TCDS. Verify that the propellers are approved for operation with installed engines.*	21.41	www.faa.gov/certification/aircraft
5	**Master Minimum Equipment List (MMEL). Obtain a copy of the current MMEL.**		www.opspecs.com/
6	**Airworthiness Directives (AD) (Airframe, Engines, Propellers, and Appliances).** *Research and generate an applicable AD listing.* *Note: Completion of the list may not be possible until review of the manufacturer and operator's appliance and equipment lists.*		www.faa.gov/certification/aircraft
7	**Additional Information.** *In order to facilitate the evaluation, request that certificate holder provide the additional information referenced on form AFS-900-002-F-04.*		AFS-900-002-F-04

ITEM	SECTION B: MANUALS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
1	**Airplane Flight Manual (AFM).** *Verify that the certificate holder has a current and complete (including airworthiness directives) copy of the applicable manufacturer's Federal Aviation Administration (FAA)-approved AFM for the subject aircraft make, model, and serial number. Verify that all supplements are applicable, complete, and properly approved. Verify that the actual aircraft configuration conforms to the supplements.*	91.9, 121.141	CAR 4b.740, 21.5 23.1581 thru 23.1589 25.1581 thru 25.1587
2	**Airplane Operating Manual (AOM).** *If the operator has elected to develop and use an AOM in lieu of the FAA-approved AFM (item 1, above) to operate the aircraft, the AOM must be current and complete with respect to the operator's master AOM and the FAA-approved AFM and supplements. It must match the subject aircraft configuration, and take into account the interrelationships between related systems. AOM information derived from the AFM must be accurate and clearly identified as such. AFM operating and performance information modified by the operator in the AOM must be FAA-approved. Verify that the AOM is part of the certificate holder's manual system. Also verify that all AOM supplements or bulletins are appropriate and complete. If required by the operator's manual to be issued to the aircraft,, verify that AOM is on-board the aircraft.*	121.141	*CAR 4b.740, 21.5* *23.1581 thru 23.1589* *25.1581 thru 25.1587*
3	**Cockpit Check Procedures (checklist).** *Verify that cockpit check procedures (checklists) are current and complete, properly approved, and limited to action or verification items. Required actions and decisions for crewmembers performing a checklist must be thoroughly described in the operator's manual and training programs.*	121.135 121.315	23.1585, 25.1583 Order 8400.10 (vol. 3 ch. 15)
4	**Performance Requirements.** *The performance requirements of this subpart, sections 25.101 to 25.125, are applicable to all aircraft certificated under Title 14 of the Code of Federal Regulations (14 CFR) part 2, subpart A. The performance requirements of Civil Aviation Regulation (CAR) 4b, subpart B, sections 4b.100 to 4b.125-1, are applicable to all aircraft certificated under CAR 4b. Each specific aircraft performance and limitations for existing aircraft configuration, modifications, improvements, and engine installation, must be included in the particular FAA-approved AFM or AOM.*	121.173 121.189 thru *121.198* 121.141 121 App. K	23.45 thru 23.77 25.101 thru 25.125
5	**Minimum Equipment List (MEL).** *Verify that the operator's MEL is FAA-approved; current with respect to the MMEL, not less restrictive than the master minimum equipment list (MMEL); and that it matches the subject aircraft.*	91.213, 121.628	Applicable MMEL and MMEL policy letters Order 8400.10 *(vol 4 ch 4)* *Order 8300.10 (vol 2 ch 7)* www.opspecs.com
6	**Weight and Balance Manual (and Cargo Loading Manual, if Applicable).** *Verify that certificate holder's approved weight and balance manual is appropriate to the Make-Model-Series()of the subject aircraft. Also verify that listed weights conform to the Type Certificate Data Sheet (TCDS), AFM/AOM, and AC 120-27D*	91.605, 121.135(b)(9) *121.135(b)(20)*	CAR 4b.741(c), 23.1583(c) 25.1583(c)*; AC 120-27D* *HBAWs 04-05; 04-07A; 97-12A; 95-15* Order 8300.10 (vol 2 ch 74) Notice 8300.112
7	**Flight Attendant Manual.** *If the type of aircraft requires flight attendants per section 121.391, verify that the operator has a*	121.135, 121.139	8400.10 (Vol. 3 Ch. 15)

ITEM	SECTION B: MANUALS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	current, complete, and FAA-accepted manual for its use. Ensure that the manual accurately depicts the cabin configuration and equipment.		
8	**Other Manual Parts by Regulation.** *Verify that all manual parts required by the operator's manual to be carried on board the aircraft, are in fact on-board. Also verify that the manual is current, FAA-approved or accepted, as appropriate), and accurately reflects the aircraft configuration.*	121.133, 121.135 121.139	*8300.10 (vol 2 ch 63)*
9	**Protective Fuses.** *If protective fuses are installed on the airplane, the certificate holder's manual must describe the number of spare fuses approved for that airplane.*	121.313(a)	23.1357, 25.1357, AC 25-16, AC 25.1357-1

ITEM	SECTION C: RECORDS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
1	**Export Certificates of Airworthiness.** *Any aircraft, engine, or propeller that were NOT previously certificated in the U.S. must have an original export Certificate of Airworthiness issued by the country of manufacture.*	21.500 21.183	21.183 (c) & (d) Order 8130.2E, AC *21-2K*
2	**Life Limited Items.** *Documentation should exist for time-controlled items installed on the aircraft and/or engine, since the last required action. The approved listing should include components identified by nomenclature, part number, and serial number. The records should state present status and time remaining. Verify that items are within approved limits. Substantiation of these records may be made by reviewing documentation as applicable to the last overhaul, last maintenance activity, or date of manufacture.*	121.380	91.409, 119.49(A)(8) AC *121-1A* Applicable Maintenance Review Board Report (MRBR) Operations Specifications (OpSpecs)
3	**Air Traffic Control (ATC) Transponder Tests and Inspections.** *Verify records support completion of the 24-month tests and inspections of the ATC transponder systems (including altitude-reporting equipment) in accordance with 43 Appendix F. Also verify that records support proper transponder reporting of the current aircraft Mode S address.*	91.413, 121.367	*Part 43 Appendix F*
4	**VHF Omni directional Radio Range (VOR) Equipment Checks for Instrument Flight Rules (IFR) Operations.** *Verify records support completion of the certificate holder's requirements for ensuring that the VOR equipment of the aircraft is being maintained, checked, and inspected under an approved procedure, or has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error set forth in the regulation. Also see related item D2.*	91.171, 121.367	
5	**Aircraft Maintenance/Overhaul/Time Controlled Item Records.** *Perform a random sampling of records of the most recent repetitive maintenance tasks, inspections, and overhauls performed on the aircraft, engine, and components as required by the operator's current inspection program.*	25.1529, 121.380	Order 8300.10 (Vol. 2 Ch. 71) OpSpecs
6	**Repair Assessment And Survey Of Pressurized Fuselages.** *Federal Aviation Administration (FAA)-approved repair assessment guidelines must be incorporated into the air carrier's maintenance program for airplanes beyond the applicable flight cycle implementation time.*	25.571, 25.1529, 121.368, 121.370, 121.370a	91.410, HBAW 00-13A, AC 120-73, AC 25.571-1C AC 25.1529-1
7	**Temporary Repairs.** *All repairs performed on the aircraft, which have been identified as requiring recurring inspections will be noted and their inspection requirements and intervals documented.*	25.1529	*AC 120-73* *Part 25 Appendix H*

ITEM	SECTION C: RECORDS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
8	**Supplemental Type Certificates (STC).** *Verify that all of the STCs applied to the aircraft are supported by FAA-approved data, and that the installer obtained permission from the STC holder to use that data (if applicable). Conform aircraft to the data, and verify incorporation of Instructions for Continued Airworthiness into the certificate holder's maintenance program. Also verify proper depiction of the alteration in the certificate holder's operational and maintenance manuals, as applicable.*	21.117, 21.463, 21.477 23.1529, 25.1529 121.379(b), 121.380 121.707, 121.367	43.13(a), 25 App. "H" 25.1(b) AC 20-41
9	**Airworthiness Directives (AD).** *Verify that the certificate holder is maintaining records that reflect the current status of applicable airframe, engine, propeller, and appliance ADs. The records must conform to the requirements of the certificate holder's manual; include the dates and methods of compliance; and if the AD involves recurring action, the time and date when the next action is required. If using an alternate method of compliance (AMOC), the AMOC must have been approved and applicable to the certificate holder, as specified within its text. Conform the aircraft, engines, propellers, and appliances to applicable ADs and their supporting documentation (e.g., engineering orders, Airplane Flight Manuals (AFM), etc.).* *The following ADs are also applicable to transport category aircraft:* *74-08-09 R2 (Lavatory Fire Prevention)* *75-22-22 (DOT-3HT-3000 Compressed Gas Cylinders Manufactured By Pressed Steel Tank Company)* *76-05-02 (Side-facing Flight Attendant Seat)* *87-08-09 (Inflate Tires with Nitrogen Only Placard/Program)*	39, 121.380	OpSpecs *AC 39-7C*
10	**Major Repairs and Alterations.** *Review records concerning current major repairs and alterations to each airframe, engine, propeller (if applicable), and appliance. Documentation should be provided for each major repair and alteration that verifies that the work has been accomplished in accordance with technical data approved by the FAA. (e.g. STC, SRM, DER, FAA field approval, etc). Verify that instructions for continued airworthiness for each alteration and/or repair are included in the certificate holder's maintenance and inspection program.*	121.368, 121.379 (b), 121.380, 121.707, 121.709	43.9(b), 43 App. A & B AC 140-6C, AC 120-77 SFAR 36 *25.1529, 25 Appendix H*
11	**Digital Flight Data Recorder System (DFDRS) or Flight Data Recorder System (FDRS), as applicable.** *Verify the certificate holder is maintaining the correlation data required by the applicable Title 14 of the Code of Federal Regulations (14 CFR) part 121 regulations. Review DFDRS or FDRS download/analysis records required by the certificate holder's manual. Verify that recorder system includes all required parameters. Verify that system discrepancies noted by analysis of the download have been documented and corrected per the certificate holder's manual.*	121.343, 121.344, 121.344a	*25.1459*, AC 20-141 *HBAW 04-01* *HBAW 97-13B* *8300.10 vol 3 ch 142*
12	**Certification Maintenance Requirements (CMR).** *Verify that all CMR tasks have been properly incorporated into the operator's programs. Methods and time intervals associated with these tasks must be FAA-approved Aircraft Certification Office (ACO) or certificate-holding district office (CHDO), as applicable) in the certificate holder's OpSpecs. CMR's may be located in the applicable MRBR.*	121.367	119.49, 23.1309, 23.1529, *25.1309*, 25.1529, AC 25-19 AC 25.1309-1A
13	**Operating Noise Limits.** *Identify level of compliance with airframe and engine noise suppression requirements. List mfr. service bulletins, STCs, etc. Reference compliance with 14 CFR part 36, Stage III requirements.*	91.853	*AC 36-4C, AC 36-3H*

ITEM		SECTION C: RECORDS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
				91.801, AC 36-3G

ITEM	SECTION D: INSPECTION PROGRAM AND PROGRAMS COVERING OTHER MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
1	**Inspection Program and Programs Covering Other Maintenance, Preventive Maintenance, and Alterations.** *Verify proper correlation between the operator's maintenance tasks and time limitations, and the manufacturer's recommended baseline (e.g. Maintenance Review Board Report (MRBR), Maintenance Program Document, etc.) and other Federal Aviation Administration (FAA) requirements (e.g., Flight Standards Bulletin for Airworthiness (FSAW), Handbook Airworthiness (HBAW)). Deviations from the controlling document must be supported by appropriate technical evaluations and documentation. If the aircraft was previously operated, verify proper transition (bridging) of the previously accumulated times to the current operator's (manufacturer's recommended baseline) program. Also verify proper incorporation of instructions for continued airworthiness for any systems or equipment added to the aircraft since manufacture.* **Airplane Conformity Process.** *Verify that the certificate holder has an aircraft conformity or similar process documented within its manual system, and that the process results in aircraft that meet all applicable requirements of Title 14 of the Code of Federal Regulations (14 CFR) and the certificate holder's inspection program and programs covering other maintenance, preventive maintenance, and alterations, before being added to their operations specifications (OpSpecs).*	121.367	119.49, 23.1529, 25.1529, 91.409(h), Order 8300.10 (vol. 2 ch. 64) HBAW 98-03A, HBAW 02-04*D*
2	**VHF Omni directional Radio Range (VOR) Equipment Checks for Instrument Flight Rules (IFR) Operations.** *Verify that the operator's program ensures that the VOR equipment of the aircraft is being maintained, checked, and inspected under an **approved** procedure, or has been operationally checked within the preceding 30 days, and was found to be within the limits of the permissible indicated bearing error set forth in 14 CFR part 91, section 91.171. Also see related item C4.*	91.171	
3	**High Intensity Radiated Field /Lightning Protection Maintenance Program.** *Verify for proper incorporation of requirements from applicable sources (e.g., MRBR, ICAW, etc.) into the certificate holder's maintenance and inspection programs.* *ICAW - Instructions for continued Airworthiness* *MRBR – Maintenance Review Board Report*	*MRBR* *STC* *121.367*	23.867, 23.954, 25.581, 25.954 25.1316, 8300.10 (vol. 3, ch. 36) FSAW 97-16A, AC 20-53A AC 20-136
4	**Pitot-Static System/Altimeter Tests and Inspections.** *Verify proper incorporation of requirements from applicable sources (e.g., MRBR, ICAW, etc.) into the certificate holder's inspection and inspection programs. **NOTE: This item may have been already addressed by the manufacturer's recommended baseline program (item 1, above).***	*Part 43 Appendix E*	23.1325 (b)(2), 25.1325 (c) 2, 91.401
5	**Air Traffic Control (ATC) Transponder Tests and Inspections.** *Verify certificate holder's program includes 24-month tests and inspections of the ATC transponder systems in accordance with 14 CFR part 43, appendix F. Tests and inspections should include altitude-reporting equipment.*	91.413, 43 App. F,	121.345(c), 91.215 *TSO*-C112 (Mode S) TSO-C74*c*, AC 20-131A

ITEM	SECTION D: INSPECTION PROGRAM AND PROGRAMS COVERING OTHER MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
6	**Anti-Collision Strobe Lights.** *Verify that the certificate holder's program includes periodic inspection tasks and/or hard time replacements to ensure continuous airworthiness.*	121.323(b) *121.367*	CAR4b.637, 23.1401, 25.1397 25.1401, FSAW 98-01, AC 20-30B AC 20-74, TSO-C96a
7	**Reduced Vertical Separation Minimums (RVSM).** *If authorized to conduct RVSM operations, verify that the aircraft conforms to its RVSM configuration data package and that the aircraft is being maintained in accordance with the certificate holder's approved program.*	91.706 *91.180* *D092*	91 App. G, *8300.10 (vol 2 ch 5)* *8400.10 (vol 4 ch 1 sec 5)* Related STC, Service Bulletins AC 91-70
8	**Flight Data Recorder System.** *Verify that, as a minimum, the certificate holder's maintenance program meets the requirements of HBAW 97-13B.*	121.367	AC 20-141, *HBAW 04-01* HBAW 97-13B HBAW 97-14B *23.1459, 25.1459*
9	**Underwater Locator Beacons (ULB).** *Verify that the certificate holder's program requires operational and battery capacity tests of each ULB before battery replacement or overhaul (to detect latent failures within the beacons).*	121.343(k), 121.359*(c)*(2)(iii)	23.1457, 23.1459, 25.1457 25.1459 Order 8300.10 (vol. 3, ch. 142)
10	**Corrosion Prevention Control Program (CPCP).** *Required per applicable airworthiness directive (AD) and/or MRBR. A Corrosion Prevention and Control Program should be established to maintain the aircraft's resistance to corrosion as a result of systematic (e.g., age-related) deterioration through chemical and/or environmental interaction. Verify reporting activity. Verify that the Aging Aircraft/Corrosion Control Program provides the necessary guidance to evaluate and respond in a timely manner to structural fatigue and corrosion.*	23.609, 25.609 *121.367*	Order 8300.10 (vol. 3 ch. 36) Order 8300.10 app. 5 Order 8300.12, HBAW 94-05B, MRB and/or Ads
11	**Damage Tolerance Rating (DTR) Evaluations.** *Verify DTR's are incorporated in certificate holder's inspection program and program covering other maintenance, as applicable.*	23.573 25.571 *121.367, 121.370a*	MRB and/or ADs (as applicable) AC 25.571C, AC 120-73

ITEM	SECTION D: INSPECTION PROGRAM AND PROGRAMS COVERING OTHER MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
12	**Structural Inspection Requirements.** *Verify that the Structural Inspection Program is incorporated in the certificate holder's inspection program and programs covering other maintenance.*	23.611 25.611 *121.367*	MRB and/or ADs (as applicable) 8300.10 (vol. 3, ch.36, sec 2) 8300.10 (vol. 4, app. 5) 8300.10 (vol. 2, ch. 64)
13	**Engines, Auxiliary Power Unit (APU).** *Ensure the current maintenance program contains instruction for maintaining continued airworthiness of each engine and APU. This program should meet the minimum requirements of 14 CFR part 33, appendix A.*	25.1529, *23.1529* *33 Appendix A* *121.367*	
14	***Lower Landing Minimums.*** *If authorized to conduct CAT II/III operations, verify aircraft conforms and is being maintained in accordance with certificate holder's approved program.*	*91.189(g), 119.43(b)* *119.49(a)(5), 121.367* *121.369(b), 121.567*	*8300.10 (vol 2, ch 3),* *8400.10 (vol 3, ch 1, sec 5),* *Ops Spec (para C059 & C060), AC 120-29A (sec 9),* *AC 120-29D (sec 9)*

ITEM	SECTION E: FUSELAGE EXTERIOR, ENGINES, & PROPELLERS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
1	**Radome Area.** *Request radome be opened/remove. Inspect exposed areas for condition and security of antennas, the weather radar wave-guide, and associated wiring and structure. Inspect the radome, erosion cap, and lightning diverter strips for condition and security.*	121.367, 43.13	AC 43-14 AC 43-206, AC 43.13-1B, AC 43-14 AC 43-206 (Ch. 6) RTCA Document DO-213 Applicable SRM
2	**Pitot Air Probes.** *Inspect for proper installation, condition, and type. Probes must have a heat function (or equivalent means for preventing malfunctioning due to icing). Port must be free of obstructions. Visually inspect surface areas immediately adjacent to probes for any irregularity that may impair the effectiveness of the probes.*	121.323(e), 121.342 121.325(a)	23.1323(d), 23.1326, 25.1323(i), 25.1326, AC 25.1419- 1 AC 43.13-1B (Ch. 12) AC 43-204 (Ch. 2)
3	**Static Pressure Systems.** *Verify installation of two independent static pressure systems, vented to the outside atmospheric pressure so that they will be least affected by airflow variation or moisture or other foreign matter, and installed to be airtight except for the vent. When a means is provided for transferring an instrument from its primary operating system to an alternate system, the means must include a positive positioning control and must be marked to indicate clearly which system is being used. Visually inspect surface areas immediately adjacent to static ports for any irregularities that may impair the effectiveness of the port.*	121.313(e)	23.1325, 25.1325, AC 25-22
4	**External Lights.** *Inspect for proper installation, condition, and weather sealing of all external lights and light lenses.*		
	Anti-Collision Lights	121.323(b)	CAR 4b.637, 23.1401, 25.1401, AC 20-30B
	Exterior Emergency Lighting (if applicable)	121.310(h)	23.812, 25.812, CAR 4b.631, 23.1383, 25.1383
	Landing Lights	121.323(c)	*25.1383*, 23.1383, *CAR 4b.631*
	Position Lights	121.323(a)	CAR 4b.632 thru .635, 23.1385 thru 23.1397, 25.1385 thru 25.1397, AC 20-30B
	Taxi Lights	23.1383	
	Wing Icing Detection Lights	25.1403, 121.341	

ITEM	SECTION E: FUSELAGE EXTERIOR, ENGINES, & PROPELLERS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
5	**Antennas.** *Inspect proper installation and condition, in accordance with manufacturer's specifications of all navigation and communication antennas.*	121.367	Order 8300.10 (Vol. 3 Ch 1) AC 43.13-1B, AC 43-206
6	**Miscellaneous Fuselage Sensors (e.g., ice detection, total air temperature, vibration, etc).** *Inspect sensors for condition and security.*	121.367	Order 8300.10 (Vol. 3 Ch 1) AC 43.13-1B, AC 43-206
7	**Static Dischargers.** *Inspect for proper condition and security, and for the proper discharger types, quantities, and locations.* *NOTE: Certain supplemental type certificates (STC) may require a minimum quantity of dischargers that exceed the quantity referenced in the aircraft maintenance manual, Illustrated Parts Catalog, or Configuration Deviation List.*	121.367 *MMEL*	Order 8300.10 (Vol. 3 Ch 1) AC 43.13-1B, AC 43-206
8	**Aircraft Inspection.** *Inspect the aircraft exterior for general condition, damage, corrosion, fluid leaks, security of attachment, and corrosion prevention treatment application. Examine joints, seams, and skin for wrinkles, bulges, rivets, skin erosion, corrosion, oxidation, non-approved repairs and modifications, composite material panels for contamination and bonding, delamination, or separation of skin-bonding. Compare repair mapping with aircraft. Pay attention to critical areas.*	121.367	*8300.10 (vol 3, ch 1-3)* *AC 43-204* *AC 43-206*
9	**Aircraft Painting.** *Must comply with the appropriate manufacturer's painting procedures, and use the manufacturer's recommended or equivalent materials. Flight controls, including trim tabs, may require rebalancing per applicable Structural Repair Manual (SRM) or Aircraft Maintenance Manual (AMM).* ***NOTE: Painting an aircraft is considered preventative maintenance.***		43.13(a) & (b), 43 app. A AC 120-27*D* (Para. 15) AMM, SRM
10	**Identification of Aircraft.** *A fireproof identification plate or other approved marking must be secured in such a manner that the plate or marking will not likely be defaced or removed during normal service. After March 7, 1988, the aircraft identification plate or marking must be secured to the aircraft fuselage exterior so that it is legible to a person on the ground. It must also be adjacent to and aft of the rear-most entrance door, or on the fuselage surface near the tail surfaces.*	45.11(a), 45.13	21.182(a), 21.607 *AC 43-17* *AC 45-2A*
11	**Name of Certificate Holder.** *The business name appearing on the certificate holder's operations specifications or certificate number of the certificate holder operating the aircraft must be legibly displayed on the aircraft, and clearly visible and readable from the outside of the aircraft to a person standing on the ground at any time except during flight.*	119.9*(b)*	
12	**Placards and Markings.** *All placards required by the FAA-approved Aircraft Flight Manual (AFM), aircraft type certification basis, applicable operating rules, and the operator's manual, must be properly installed at the location specified by those documents.*	23.1541, 25.1541 *121.310(g)*	CAR4b.730, *CAR 4b.738*, 23.1557 25.1557, 91.9(b), AFM, AMM Chapter 11
13	**Exterior Exit Markings.** *Each passenger emergency exit and the means of opening that exit from the outside must be marked on the outside of the airplane. There must be a 2-inch contrasting colored band outlining each passenger emergency exit.*	121.310(g)	CAR4b.362, 21.183(f), 25.811, *23.811*
14	**Exterior Escape Route.** *Refer to Title 14 of the Code of Federal Regulations (14 CFR) part 121, section 121.310 and part 25, section 25.810 for requirements. Check general condition of emergency slip resistant escape route.*	121.310(h), *121.367*	25.810
15	**Windows.** *Inspect for general condition and security, visibility, delamination, scratches, crazing, and condensation.*	121.367	23.775, 25.775 *AC 25.775-1*

ITEM	SECTION E: FUSELAGE EXTERIOR, ENGINES, & PROPELLERS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS & OTHER GUIDANCE
			Order 8300.10 (Vol. 3 Ch 1)
16	**Doors (cabin, cargo compartment, emergency escape, service, and access).** *Inspect exterior for proper condition and installation, checking for damage, corrosion, security of attachment, and corrosion prevention treatment application. Pay particular attention to doorjamb areas.*	*121.367*	CAR4b.356, 21.183, 23.783 25.783, AMM
17	**Fuel Tank Impact Resistant Access Doors.** *Inspect for installation condition and security.*	121.316	25.963(e), AC 20-128A AC 25.963-1
	ENGINES		
18	**Engines, Auxiliary Power Unit (APU), Nacelles, and Compartments.** I*nspect for cleanliness, condition, loose/missing equipment, deterioration, breakage, leakage, corrosion, proper installation, and other indications of defects. Pay particular attention to excessive oil/fuel/ or hydraulic leaks, and proper hardware installation. Inspect engine compressor and turbine blades for any damage and approved repairs.*	121.367	*25.903*
19	**Identification of Engines.** *A fireproof identification plate must be affixed in such a manner that the plate will not likely be defaced or removed during normal service.*	45.11	45.13
20	**Electronic Engine Controls (EEC).** *Inspect for installation and security of EEC and mounting hardware. Verify installation of proper version software.*	*121.367*	*AC 33.28-1*
	PROPELLERS		
21	**Identification of Propellers, Propeller Blades, and Propeller Hubs.** *A fireproof identification marking must be secured in such a manner that the marking will not likely be defaced or removed during normal service.*	45.11	45.13 *AC 45-2B*
22	**Propeller Inspection.** *Inspect condition and security of spinner, blades, hub, anti/deicing slip ring, boots and electrical wiring, etc. Inspect propeller blades for any damage and approved repairs.*	*121.367*	

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
1	**Aircraft Registration.** *Each aircraft must have within it an effective U.S. registration certificate issued to its owner; or for operation in the U.S, the second duplicate (pink) copy of the Aircraft Registration Application; or a registration certificate issued under the laws of an International Civil Aviation Organization (ICAO) member country. The certificate must be displayed in accordance with the certificate holder's requirements.*	91.203, 121.153	47.3, 47.31 AC 45-2B
2	**Airworthiness Certificate.** *Except as provided in Title 14 of the Code of Federal Regulations (14 CFR) part 91, section 91.715 (Special Flight Operations For Foreign Civil Aircraft), there must be within the aircraft an appropriate and current airworthiness certificate. It must be the original (not a copy) and must be displayed at the cabin or cockpit entrance so that it is legible to passengers or crew, and in accordance with the certificate holder's requirements.* ***NOTE: For a foreign airworthiness certificate, check for expiration date.***	91.203 121.153 121.153	91.715 OpSpecs
3	**Federal Communications Commission (FCC) Radio Station License.** *Required for other than domestic operations. Must be issued to the aircraft operator, and must be updated if addition of the aircraft results in the operator's fleet exceeding the number of aircraft for which the license was issued.*	Information only. No FAA regulatory requirement.	FCC, ICAO articles 29 and 30
4	**General Placards and Markings.** *Verify presence and condition of cabin interior placards and markings in accordance with the certificate holder's manual and chapter 11 of the Aircraft Maintenance Manual (AMM).*	121.310, 121.317, 121.285, 121.310	25.791, 25.1557, 25.811, 25.1561, 25.1541, 23.1557
5	**General Equipment Installation.** *Inspect proper condition, security, and configuration of equipment and systems.*	121.367	
6	**Electrical and Electronic Equipment Compartments.** *Inspect for condition and security of equipment, routing and condition of air data lines and drains, wiring and radio cables, and lighting and communication equipment and controls.*	21.183, 25.869 (a) 25.1301, 25.1309 25.1353	
7	**Cockpit Voice Recorder (CVR).** *Large turbine engine powered, or large pressurized airplanes with four reciprocating engines, must have an approved CVR installed. Check for proper condition (e.g., color of recorder case and reflective tape), security, and configuration.*	4b.606 23.1457, 25.1457 91.609, 121.359	AC 21-10A AC 43.13-2B TSO-C121 TSO-C123a
8	**Flight Data Recorder System.** *Check for proper condition (e.g., color of recorder case and reflective tape), security, and configuration.*	91.609, 121.343, 121.344 121.344a 121 app. "B" & "M"	4b.606, 23.1459, 25.1459 Order 8300.10 (vol. 3 ch 142) HBAW 97-13B, AC 20-141 TSO-C111, TSO-C121, TSO-C124b

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
9	**Underwater Locator Beacons (ULB).** *Verify that approved ULBs are either attached to the CVR and Flight Data Recorder (FDR), or installed in a location from which the ULBs are not likely to become separated from the CVR and FDR. Verify battery expiration dates are not exceeded.*	121.359, 121.343, 121.344, 121.344a	23.1457, 23.1459, 25.1457, 25.1459
10	**Compartment Interiors/Fire Resistance.** *Look on back of cushions to identify if the seats have been fire-blocked. It should state that the cushion meets the requirements of 25.853(c). Review documentation of flame testing. Includes material for wall and ceiling.*	23.853, 23 app. F 25.853, 25 app. F 121.215, 121.312	4b.381 AC 25-10, AC 25-17 AC 25-25A, AC 25-853-1 TSO-39b, FSAT 96-11
11	**Fuselage Interior (Cabin and Equipment Compartments).** *Inspect interior and compartments for cleanliness, general condition, loose and/or missing equipment, deterioration, leakage, corrosion, proper installations, and other indications of defects. Pay particular attention to control cables and fluid lines. Inspect for proper application of corrosion prevention treatments in the forward and rear pressure bulkhead, interior, and accessible under floor areas.*	121.367	21.183, 25.571, 25.869 25.1529, 25.1301, 25.1309 25.1353, 43.13, 43 App. D, 91.409 Order 8130.2D Order 8300.10 (vol.3 h. 2) AMM
12	**Lavatory Placard.** *Sign or placard stating, "Federal Law provides for a penalty of up to $2,200 (or $2,000), as applicable, for tampering with the smoke detector installed in this lavatory."*	13.305, 121.317	
13	**Floor Surfaces.** *The floor surface of all areas, which are likely to become wet in service, must have slip resistant properties.*		25.793
14	**Ashtrays.** *If smoking is to be allowed in any other compartment occupied by the crew or passengers, an adequate number of self-contained, removable ashtrays must be provided for all seated occupants. Lavatories must have self-contained, removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory served. Each receptacle used for the disposal of flammable waste material must be fully enclosed, constructed of at least fire resistant materials, and must contain fires likely to occur in it under normal use. The capability of the receptacle to contain those fires under all probable conditions of wear, misalignment, and ventilation expected in service must be demonstrated by test.*	23.853 23.853 25.853, 25.853 121.215	4b.381
15	**Waste Receptacle.** *Each receptacle used for the disposal of flammable waste material must be fully enclosed, constructed of at least fire resistant materials, and must contain fires likely to occur in it under normal use. The capability of the receptacle to contain those fires under all probable conditions of wear, misalignment, and ventilation expected in service must be demonstrated by test. Airworthiness directive (AD) 74-08-09 R2 requires operators to inspect all lavatory paper and linen waste receptacle enclosure access doors and disposal doors for proper operation, fit, sealing, and latching for the containment of possible trash fires. A placard containing the legible words "No Cigarette Disposal" must be located on or near each disposal receptacle door.*	23.853, 25.853 121.215	4b.381 AD 74-08-09 SFAR 41.7 AC 25-17

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
16	**Ventilation.** *Where partitions between compartments have louvers or other means allowing air to flow between compartments, there must be a means convenient to the crew for closing the flow of air through the partitions, when necessary.*	23.831 25.831 121.219	4b.371, SFAR 41.4
17	**Carriage of Cargo in Passenger Compartments.** *Ensure that each compartment or area used for the stowage of cargo and/or baggage provides protection to the passengers and crewmembers from injury by its contents. Ensure that there are provisions to prevent the cargo/baggage from becoming a hazard by shifting. Ensure that compartment used for stowage has been placarded for its weight limits.*	121.285, 121.583 121.589	4b.359, 91.525
18	**Galleys/Service Centers.** *Verify proper approval. Inspect the following: Trash bin lids for fit; storage compartment restraints; stationary cart tie-downs; lower lobe equipment and restraints; lift operation; and galley supplies stowage.*	121.367	21.183, AC 25-17
19	**Stowage Compartments.** *Check weight restriction placards and the doors for proper latching, if applicable. Each compartment for the stowage of cargo, baggage, carry-on articles, and equipment (such as life rafts), and any other stowage compartment must be designed for its placarded maximum weight of contents and for the critical load distribution at the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of § 25.561(b). If the airplane has a passenger-seating configuration (excluding pilots' seats) of 10 seats or more, each stowage compartment in the passenger cabin (except for under seat and overhead compartments for passenger convenience) must be completely enclosed. There must be a means to prevent the contents in the compartments from becoming a hazard by shifting, under the specified loads. For stowage compartments in the passenger and crew cabin, if the means used is a latched door, the design must take into consideration expected in-service wear and deterioration.*	23.561, 23.787 23.1557 25.561, 25.787 25.1557 121.589, 121.285	4b.359
20	**Retention of Items of Mass in Passenger and Crew Compartments and Galleys.** *Means must be provided to prevent each item of mass (that is part of the airplane type design) in a passenger or crew compartment or galley from becoming a hazard by shifting under the appropriate maximum load factors corresponding to the specified flight and ground load conditions, and to the emergency landing conditions of § 25.561(b).*	23.787, 25.789 121.589	4b.359 91.523
21	**Handholds.** *Verify that all handholds are at least 33 inches high, and no more than 65 inches apart. If seat backs are serving as handholds, the full range of seat pitch must not result in the seat back being over 65 inches from the next approved handhold.*	25.785	AC 25-17
22	**Emergency Equipment for Extended Overwater Operations/Uninhabited Terrain Areas.** *For all of the below items, check to ensure that each item of emergency and flotation equipment:* 1. Is inspected regularly in accordance with inspection periods established in the operations specifications (OpSpecs) to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency purposes; 2. Is readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers; 3. Is clearly identified and clearly marked to indicate its method of operation; and 4. Must be carried in a compartment or container marked as to contents and the compartment or container, or the item itself, must be marked as to date of last inspection.	121.309, 121.339, 121.353	25.1415

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Life Preservers 1. Ensure that the aircraft is equipped with an approved flotation means for each occupant. 2. Must be equipped with an approved survivor locator light. 3. Meets TSO-C13F 4. Must be readily removable from the airplane.	121.339	4b.645 23.1415, 25.801, 25.1411, 25.1414 91.205, 91.509
	Life Rafts 1. Ensure the aircraft is equipped with enough life rafts of a rated capacity to accommodate the occupants of the airplane. 2. Ensure the rafts have approved survivor locator lights. 3. Ensure that the total capacity of the equipped rafts will accommodate all of the passengers of the airplane in the event there is a loss of one raft with the largest capacity.	121.339	AC 120-47 25.1411, 25.1415, 4b.645
	Survival Kits 1. Ensure that the kit is approved and adequately equipped for the route to be flown. 2. Must be attached to each required life raft.	121.339, 121.353	
	Pyrotechnic Signaling Device 1. Ensure there is at least one device for each life raft. 2. Uninhabited terrain: suitable pyrotechnic devices.	121.339, 121.353	25.1415, 91.509, AC 120-47
	Survival Emergency Locator Transmitters 1. Must be approved. 2. Check for the expiration date. 3. Refer to 14 CFR part 121, sections 121.339 and 121.353 for battery information.	121.339, 121.353	25.1415, 91.509, AC 120-47

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
23	**Oxygen Equipment and Supply (Drop-Down Oxygen Masks).** *Verify the:* 1. Oxygen pressure vessel inspections comply with 49 CFR 173.34 or DOT (if applicable). 2. Continuous-flow oxygen mask assemblies meet the requirements of TSO-C64a. 3. Demand-type oxygen regulators meet the requirements of TSO-C89. 4. Hydrostatic test dates of all fixed oxygen bottles (if applicable). 5. Aircraft documents properly describe distribution of the oxygen masks in the passenger compartment, ensuring that the quantity of oxygen masks exceed the number of seats by at least 10%. 6. The 10% of extra oxygen masks are uniformly distributed throughout the cabin. 7. Each lavatory oxygen-dispensing unit must be equipped with two oxygen masks. 8. Each lavatory oxygen-dispensing unit above the flight attendant jump seats must be equipped with two oxygen masks. 9. All O2 masks are designed to cover the nose and mouth, and are equipped with a means to secure the mask to a person's face.	121.309, 121.327, 121.329 121.331, 121.333	4b.651, 23.1441 thru 23.1453 25.1441 thru 25.1453, 91.211 CFR 49
24	**Emergency Equipment.** *Check to ensure that each item of emergency and flotation equipment listed below:* 1. Is readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers; 2. Is clearly identified and clearly marked to indicate its method of operation; 3. Must be carried in a compartment or container marked as to contents and the compartment or container, or the item itself, must be marked as to date of last inspection; and 4. Meets preflight requirements per flight attendant manual and/or flight operations manual, as applicable.	121.309	91.513 Order 8300.10 (vol. 3 ch 1)

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Portable Oxygen Bottles (POB). *Check:* 1. That the required number(s) of portable oxygen bottles are on board, and that the POBs provide at least four liters of oxygen flow per minute, but not less than two liters per minute. 2. That each portable oxygen bottle has its own mask and tubing, and that there is a way for the crew to determine if oxygen is being delivered. 3. That the continuous-flow oxygen mask assemblies meet the requirements of TSO-C64a. 4. That the oxygen pressure vessel inspections comply with 49 CFR 173.34 or DOT. 5. The hydrostatic tests dates.	121.329, 121.333	23.1441, 23.1443, 23.1449 23.1451, 25. 1443, 25.1445 25.1447, 25.1449, 25.1453
	Flotation Devices (non-extended overwater operations). *Verify that:* 1. The aircraft is equipped with an approved (TSO-C72c) flotation means for each occupant. 2. The flotation means are within easy reach of each seated occupant. 3. The flotation means are readily removable from the airplane.	121.340	91.205 AC 25-17 FAA Eastern Region Legal Interpretation (1996)
	Hand Fire Extinguishers. 1. Ensure that each extinguisher is an approved type, and that the type and quantity of extinguishing agent is the most suitable for the kinds of fire that are likely to occur in the compartment. H2O extinguishers must meet the requirements of TSO-C19b. 2. Check the extinguishers to ensure they meet the preflight requirements as set forth in the Flight Attendant Manual or Flight Operations Manual.	121.309	4b.381, 23.851, 25.851, 91.513, AC 20-42C, AC 25-17

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Galley Compartments. 1. Ensure that at least one hand fire extinguisher is conveniently located and easily accessible for use in the galley. **Passenger Compartment.** 1. Ensure that fire extinguisher(s) are conveniently located. If more than two are installed, ensure uniform distribution. 2. For the required quantities of extinguishers, refer to 14 CFR part 121, section 121.309(c)(5). 3. Ensure that at least one extinguisher contains Halon 1211 or equivalent. **NOTE: If the aircraft is equipped with a H2O fire extinguisher(s), ensure that it meets the requirements of TSO C19b.**		
	Megaphones. 1. Ensure that the aircraft is equipped with one megaphone for more than 60 and two for more than 99 passengers. 2. Ensure that the restraining means is capable to withstand ultimate inertia forces.	121.309	25.1421, 91.513
	Portable Lights. 1. Ensure that the aircraft is equipped with a flashlight stowage provision that is accessible from each flight attendant seat.	121.310	

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Protective Breathing Equipment (PBE). 1. If there is a Class A, B, or E cargo compartment, ensure that protective breathing equipment is installed for the use of appropriate crewmembers. 2. Ensure that protective-breathing equipment is installed in each isolated separate compartment in the airplane, including upper and lower lobe galleys, in which crewmember occupancy is permitted during flight for the maximum number of crewmembers expected to be in the area during any operation. Refer to part 25, section 25.1439 for requirements. 3. Ensure the PBE meets TSO C-99 requirements. 4. Ensure the PBE meets the preflight requirement as set forth in the Flight Attendant Manual or Flight Operations Manual [refer to part 121, section 121.337(c)]. Ensure the PBE is within three feet of the required fire extinguisher(s) [refer to part *121;* section 121.337(b)(9)].	121.337	4b.380, 4b.651, 25.1439 AC 25-18
	EMERGENCY MEDICAL EQUIPMENT	121.803	
	First Aid Kits. 1. Ensure the minimum number of first aid kits is onboard (refer to part 121, appendix A for requirements). 2. Ensure the first aid kit(s) meet the contents that are required by part 121, appendix A. 3. Ensure that the first aid kits meet the preflight requirements as set forth in the Flight Attendant Manual or Flight Operations Manual. **NOTE: Arm and leg splints may not fit in the first aid kit. They are to be stowed in a readily accessible location that is near the kit.**		121 App. A, 91.513 AC 121-33A, AC 25-17 Order 8300.10 (vol. 3, ch.1) Order 8400.10 (vol.3, ch.16)

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Emergency Medical Kit. 1. Ensure that the emergency medical kit(s) meet the content requirements of part 121, appendix A. **NOTE: If all of the required items do not fit into one container, then more than one container may be used.** 2. Ensure that it meets the preflight requirements as set forth in the Flight Attendant Manual or Flight Operations Manual.		
	Automatic External Defibrillators (AED). 1. Ensure that at least one approved AED is stored in the passenger cabin. 2. Ensure that it meets the preflight requirements as set forth in the Flight Attendant Manual or the Flight Operations Manual. 3. Ensure that it meets the TSO requirements for power sources, effective as of April 30, 2005. 4. Ensure that it is maintained by the manufacturer's specifications. **NOTE: AED required in airplanes that have a flight attendant, and that have a payload of more than 7,500 lbs.**		
25	**Passenger Seats, Berths, Safety Belts, and Harnesses**. *Verify that:* 1. Seats do not block the emergency escape exit. 2. Seats are secure in seat track (random sample). 3. Seat break over pressure is in accordance with operator's maintenance program (random sample). 4. "Fasten Seat Belt During Flight" placards are in view from all seats. 5. Seat belts have metal-to-metal latches and are in good general condition (random sample). 6. Each seat, berth, safety belt, and harness (if installed) is designed so that a person properly using these devices will not suffer serious injury in an emergency landing. 7. Each passenger seat or berth is equipped with a safety belt (TSO 22G) that is equipped with a metal-to-metal latching device.	23.785, 23.853 25.785, 25.853 121.311	4b.358, 4b.381, 4b.643 91.107, 91.521 FSAW 95-03 AC 25-17, AC 21-25A AC 25.562-1A, AC 25.853-1

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	8. Each seat and berth is approved (TSO-C39). For sideward facing seats, ensure that a safety belt and shoulder harness (TSO-114) will prevent the head from contacting any object that would injure them. 9. Each occupant is protected from head injury by a safety belt when there are no objects within head strike range that would injure them, and a safety belt plus a cushioned rest that supports the arms, shoulders, head and spine. 10. If the seatbacks do not provide a firm handhold, that there is a handgrip or rail along each aisle (seat back break over). 11. Any projecting objects that could cause injury must be padded to ensure that persons who are seated or moving about the airplane in normal flight will not be injured. 12. If the aircraft has a single aisle, that there are no more than three seats on each side of the aisle.		
26	**Cabin Attendant Seats, Berths, Safety Belts, and Harnesses.** *Pull the jump seat down to ensure seat retracts (those in path of exits). They must be positioned so that when not in use, they will not interfere with the use of the passageways and exits.* 1. If applicable, ensure that the jump seat retracts automatically. 2. Ensure that the flight attendant jump seats are in the passenger compartment near approved floor level emergency exits, unless another location has been approved. 3. Ensure that each flight attendant jump seat position is equipped with a combination shoulder harness and lap belt that has a single point metal-to-metal latching system. 4. Inspect seatbelts for proper approval (e.g. TSO-C22g), metal-to-metal latching, and general condition. 5. Ensure torso restraint meets TSO-C114. 6. Ensure that the shoulder harness/lap belt has a means to be secured when not in use to prevent rapid egress in an emergency. 7. Ensure that the flight attendant, when seated, has a direct view of the cabin that they are responsible for, without compromising their proximity to the floor level exit. 8. Ensure that the flight attendant jump seats are located in an area that would minimize the probability that the occupants would suffer injury by being struck by items that were dislodged from service areas, stowage compartments, or service equipment. 9. If the aircraft was manufactured after March 6, 1980, verify that flight attendant jump seats are located to provide a direct view of the cabin area for which the occupant of each of the seats is responsible. Direct view is defined as a view (without head movement) of at least 50% of the entire passenger seating areas, at least 25% of any zone, and 100% of passenger aisles.	121.311	4b.358, 4b.381, 4b.643 25.785, 25.819, 25.853, 91.521 AC 25-17, AC 21-25A AC 25.785-1 Order 8300.10 (vol. 3, ch. 1)

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
27	**Width of Aisle.** *Ensure that the width of aisle at any point between passenger seats meets the requirements of part 25, section 25.815.*	23.815, 25.815	4b.362
28	**Passenger Safety Information Briefing Cards.** *Perform random sample, and ensure proper distribution and conformity with aircraft.* *While onboard the aircraft, perform a random sampling of the Passenger Briefing Card to ensure proper distribution, that they are in a convenient location for each passenger, and that the card contains:* 1. Information that is pertinent to that type and model of aircraft. 2. Diagrams of and methods of operating the emergency exits, and that they concur with the placards located on and/or near the emergency exits. 3. If applicable, contains instructions necessary for the use of emergency equipment. 4. All of the requirements of part 121, section 121.585(d) and (e) regarding exit row seating. A separate card may have been designed specifically for the exit row seated passengers; ensure that it meets the above listed requirements.	121.571 121.585	AC 121-24C
29	**Smoking/No Smoking Signs.** *If smoking is to be prohibited there must be at least one placard so stating that is legible to each person seated in the cabin. If smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, there must be at least one sign notifying when smoking is prohibited. Signs that notify when smoking is prohibited must be operable by a member of the flight crew and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin. In addition, a placard must be located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited. Lavatories must have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on, or adjacent to, each side of the entry door. Symbols that clearly express the intent of the sign or placard may be used in lieu of letters.*	121.317	CAR 4b.644 23.853 25.791 AC 25-17
30	**Fasten Seat Belt Signs.** *Signs that notify when seat belts should be fastened and that are installed to comply with the operating rules of this chapter must be operable by a member of the flight crew and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin. Symbols that clearly express the intent of the sign or placard may be used in lieu of letters.*	121.317	23.791 25.791 AC 25-17

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
31	**Doors (Other than Flight Deck).** *Lavatory doors must be designed to ensure that no one will become trapped inside, and if equipped with a locking device, it must be capable of being unlocked from the outside without the aid of special tools.* *If there is a door that separates the passenger cabin from other areas, and it is necessary to pass through the doorway to reach any required emergency exit, the door must have a means to latch it in the open position. The door must be open for each takeoff and landing. If the airplane is equipped with a crew rest having separate entries from the flight deck and the passenger compartment, a door with a locking means must be provided between the crew rest area and the passenger compartment.*	121.313	4b.356 23.783, 23.813 25.783, 25.813 AC 25-17
32	**Door placard.** *On each door that is the means of access to a required passenger emergency exit, to indicate that it must be open during takeoff and landing.*	121.313	4b.356 25.809
33	**Emergency Exit/Evacuation.** **Emergency Exits.** 1. Ensure that the number of emergency exits meets or exceeds the passenger-seating configuration. 2. If applicable, ensure that the step down distance for Type II, III, and IV exits meet part 25, section 25.807. 3. For an airplane that is required to have more than one emergency exit for each side of the fuselage, no passenger exit may be more than 60 feet from any adjacent passenger emergency exit on the same side, same deck, as measured parallel to the airplanes longitudinal axis between the nearest exit edges. 4. A ventral or tail-cone exits must be designed and constructed so that it cannot be opened during flight; and must be marked with a placard that is readable from a distance of 30 inches. The placard must be installed in a conspicuous location near the means for opening the exit, and state that the exit has been designed and constructed so that it cannot be opened during flight. 5. Passenger compartment emergency exits that are in excess of the minimum number of required emergency exits must be readily accessible and meet all of the applicable provisions of part 121, section 121.310(f).	121.310	4b.362, 4b.356, 23.807, 25.807, 25.809, 25.813, 25.819 AC 25-17

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Emergency Evacuation. 1. Ensure that each crew and passenger area has an emergency means to allow rapid evacuation in crash landings with landing gear extended or retracted 2. Passageways that lead to emergency exits must be unobstructed. 3. There must be adequate space to allow crewmembers(s) to assist in the evacuation of passengers. 4. For an aircraft that has a service compartment located below the main deck, which may be occupied during taxi or flight but not during, takeoff and landing, refer to part 25, section 25.819 for requirements. **Lower Deck Service Compartment (Including Galleys).** *Airplanes that have a service compartment located below the main deck which may be occupied during taxi or flight but not during takeoff or landing, the following apply:* 1. There must be at least two emergency evacuation routes, one at each end of the lower service compartment, or there must be two emergency evacuation routes having sufficient separation within each compartment, which could be used to rapidly evacuate to the main deck under normal and emergency conditions. 2. The routes must provide for the evacuation of incapacitated persons, with assistance. 3. The use of the evacuation routes may not be dependent upon any power sources.		
34	**Emergency Exit Markings.** *Verify that:* 1. Each passenger emergency exit, its means of access, and its means of opening, must be conspicuously marked. Means must be provided to assist occupants in locating exits in conditions of dense smoke. 2. The identity and location of each passenger emergency exit must be recognizable from a distance equal to the width of the cabin. 3. A sign visible to occupants approaching along the main aisle must indicate the location of each emergency exit.	121.310	4b.356 23.811 25.811

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	4. There must be a locating sign: a. Above the aisle near each over-the-wing passenger emergency exit, or at another ceiling location if it is more practical because of low headroom. b. Next to each floor-level passenger emergency exit (one sign may serve two exits if both can be readily seen from the sign). c. On each bulkhead or divider that prevents fore and aft vision along the passenger cabin (if this is not possible, the sign may be placed at another appropriate location). 5. Each passenger emergency exit locator sign and each passenger emergency exit marking sign must have red letters at least 1 ½-inches high on an illuminated white background. **NOTE: Above colors can be reversed.** **Emergency Exit Operating Handles.** 1. For an aircraft in which the type certification was filed before May 1, 1972, the location of each passenger emergency exit operating handle, and instructions for opening the exit, must be shown by a marking on or near the exit that is readable from a distance of 30 inches. 2. Type I and Type II emergency exits with a locking mechanism released by rotary motion of the handle, the instructions must be shown by: a. A red arrow with a shaft at least ¾-inch wide and a head twice the width of the shaft, extending along at least 70 degrees of arc at a radius equal to three-fourths of the handle length. b. The word "open" in red letters, 1-inch high placed horizontally near the head of the arrow. 3. Each Type A, B, C or Type 1 passenger emergency exit operating handle must: a. Be self illuminated with an initial brightness of at least 160 micro lamberts; or b. Be conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit. 4. Type III exits must be placarded with the weight of the exit and indicating an appropriate location to place the hatch after removal.		
35	**Emergency Lighting.** *Inspect condition and security, and verify:* 1. *Inspect* the interior and exterior emergency lighting and escape path markings to the applicable airworthiness and operating rules, and to its approved configuration (supplemental type certificate (STC), type certificate (TC), etc.).	121.310	23.812, 23.819, 25.812, 25.819 AC 25.812-1A

ITEM	SECTION F: FUSELAGE INTERIOR	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	2. The system is designed so that each light is operable manually, both from the flight deck and from a point in the passenger cabin that is readily accessible to the flight attendant seat. 3. The lights must be safeguarded to prevent inadvertent operation. 4. Each light has a flight deck control device that has an "on," "off," and "armed" position. 5. The system, when activated, illuminates each passenger exit marking and locating sign, and includes floor proximity lighting emergency escape path markings that meet part 25, section 25.812.		
36	**Emergency Evacuation Assist Means.** *Verify that each exit (other than over wing exits) that is higher than six feet from the ground has an approved means to assist the occupants to the ground (slides, ramp/slides, etc). For floor level exits, verify that:* 1. Slide bottle pressures are within acceptable levels. 2. Slide containers are properly marked for content (as applicable). 3. Slides meet TSO-C69c.	121.310	4b.362, 25.809, 25.810 Order 8300.10 (vol. 3 ch 1)
37	**Special Retroactive Requirements.** *Each applicant for an STC (or an amendment to a TC) involving an increase in passenger seating capacity to a total greater than that for which the airplane has been type certificated must show that the airplane concerned meets the requirements of part 25, section 25.2*		23.2 25.2
38	**Entertainment Systems.** *Verify conformity of installation to approved data (STC, TC, field approval).*		23.1301 25.1301
39	**Lavatory Fire Protection.** *Each lavatory in the airplane is equipped with a smoke detector system or equivalent that provides a warning light in the flight deck or provides a warning light or audio warning in the passenger cabin that would be readily detected by a flight attendant, taking into consideration the positioning of flight attendants throughout the passenger compartment during various phases of flight. Each lavatory in the airplane is equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory. The built-in fire extinguisher must be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle.*	121.308	AD 74-08-09 R2 4b.381, 25.854 Order 8300.10 (vol. 3 ch 1)
40	**Crewmember Interphone System.** *For airplanes with a seating capacity of more than 19 passengers, verify installation of a crewmember interphone system that meets the requirements of the applicable airworthiness and operating rules.*	121.319	25.789 25.819
41	**Public Address System.** *For airplanes with a seating capacity of more than 19 passengers, verify installation of an approved (part 21, section 21.305) public address system that meets the requirements of the applicable airworthiness and operating rules.*	121.318 21.305	25.819, 25.1423 AC 25-17
42	**Automatic Type Emergency Locator Transmitter (ELT).** *Verify that the unit is approved (e.g., TSO C-91a or later issued TSOs for ELTs) and properly installed for those operations not exempted from the applicable operating rule. For new installations after June 21, 1995, the installed unit may not been approved under TSO C-91.*	91.205 91.207	

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	GENERAL		
1	*Inspect flight deck compartment for proper condition and security of all installed equipment, and to verify that each item of equipment is:* a. Of a kind and design appropriate to its intended function. b. Properly labeled as to its identification, function, or operating limitations, or any applicable combination of these factors. c. Installed according to limitations specified for that equipment. e. Properly functioning. *Also conform physical flight deck configuration with the Aircraft Flight Manual (AFM) and/or Aircraft Operations Manual (AOM) and its supplements or bulletins to the aircraft.*	121.153	23.1301, 25.1301
	RADIO EQUIPMENT-COMMUNICATIONS		
2	**Two-Way Radio Communications Systems.** *For Title 14 of the Code of Federal Regulations (14 CFR) part 25 aircraft, verify installation of two complete two-way radio communications systems, with controls for each accessible from each pilot station, designed and installed so that failure of one system will not preclude operation of the other system. The systems must include two microphones and two headsets (or one headset and one speaker).* *For non-part 25 aircraft, verify that installation meets the basic requirements for at least one complete radio communications system for instrument flight rules (IFR) operations. For overwater and extended overwater operations, two complete communication systems must be installed. Those systems must include two microphones and two headsets (or one headset and one speaker). For extended overwater operations, the two systems must be independent.*	91.205(d)2, 91.511, 121.345 121.347, 121.349	CAR 4b.605 25.1307(d)
3	**Two-Way Radio Communications System (or other means of communication approved by the Administrator).** *For communications between each airplane and the appropriate dispatch office, and between each airplane and the appropriate air traffic control unit, except as specified in part 121, section 121.351(c). Determine the certificate holder's method of compliance with section 121.99. Based on that determination, ensure that the necessary equipment is properly approved and installed in the subject aircraft.*	121.99 121.351	Order 8400.10 121.607

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	RADIO EQUIPMENT-NAVIGATION		
4	**Radio Navigation Systems.** *For part 25 aircraft, verify installation of two radio navigation systems, with controls for each accessible from each pilot station, designed and installed so that failure of one system will not preclude operation of the other system. Notwithstanding the above, for all aircraft verify the installation of the equipment required by the referenced operating rules and the operations specifications (OpSpecs) for specific operational approvals.*	91.205(d), 91.511, 121.347 121.349, 121.351, 121.355 121 app. G	CAR 4b.605 25.1307(e)
5	**Collision Avoidance System.** **If before January 1, 2005, verify that:** a. Unless otherwise authorized by the Administrator, an approved Traffic Alert and Collision Avoidance System (TCAS) II and the appropriate class of Mode S transponder (part 121, section 121.356) is installed on large airplanes with passenger seating configurations, excluding any pilot seat, of more than 30 seats. b. Passenger or combination cargo/passenger airplanes that have a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats must be equipped with an approved TCAS. If a TCAS II system is installed, it must be capable of coordinating with TCAS units that meet TSO C-119. ***NOTE: If installed in the airplane for the first time after April 30, 2003, and before January 1, 2005, verify that the TCAS II system meets TSO C-119b (version 7.0), or a later approved version.*** *Also verify that the certificate holder's manual required by part 121, section 121.131 includes appropriate procedures for operation of the TCAS equipment, proper flight crew actions with respect to the equipment, and an outline of all input sources that must be operative for the TCAS to function properly.*	91.221, 91 app. G 121.356	TSO C-119b
	If after January 1, 2005, verify that: a. Turbine-powered airplanes of more than 33,000 pounds maximum certificated takeoff weight must be equipped with an appropriate class of Mode S transponder that meets TSO C-112 (or a later version), and one of the following approved units: (1) TCAS II that meets TSO C-119b (version 7.0), or a later version.		

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE

(2) TCAS II that meets TSO C-119a (version 6.04A Enhanced) that was installed in that airplane before May 1, 2003. If that TCAS II (version 6.04A Enhanced) no longer can be repaired to TSO C-119a standards, it must be replaced with a TCAS II that meets TSO C-119b (version 7.0), or a later version.

(3) A collision avoidance system equivalent to TSO C-119b (version 7.0), or a later version, capable of coordinating with units that meet TSO C-119a (version 6.04A Enhanced), or a later version.

b. Passenger or combination cargo/passenger airplanes that have a passenger seat configuration of 10-30 seats must be equipped with:

(1) TCAS I that meets TSO C-118, or a later version; or

(2) A collision avoidance system equivalent to has a TSO C-118, or a later version; or

(3) A collision avoidance system and Mode S transponder that meet paragraph (a)(1) of this section.

c. Piston-powered airplanes of more than 33,000 pounds maximum certificated takeoff weight must be equipped with one of the following:

(1) TCAS I that meets TSO C-118 (or a later version).

(2) A collision avoidance system equivalent to maximum TSO C-118 (or a later version).

(3) A collision avoidance system and Mode S transponder that meet TSO C-112, or a later version, and one of the following approved units:

(a) TCAS II that meets TSO C-119b (version 7.0), or a later version.

(b) TCAS II that meets TSO C-119a (version 6.04A Enhanced) that was installed in that airplane before May 1, 2003. If that TCAS II (version 6.04A Enhanced) can no longer be repaired to TSO C-119a standards, it must be replaced with a TCAS II that meets TSO C-119b (version 7.0), or a later version.

(c) A collision avoidance system equivalent to TSO C-119b (version 7.0), or a later version, capable of coordinating with units that meet TSO C-119a (version 6.04A Enhanced), or a later version.

Conform the aircraft to the appropriate approved documents.

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
6	**ATC Transponder.** *Verify installation of a transponder that meets the requirements of part 91, section 91.215. If installed on or before January 1, 1992, the transponder must meet TSO-C74b, TSO- C74c as appropriate (provided that the equipment was manufactured before January 1, 1990); or the appropriate class of TSO-C112 (Mode S). If installed after January 1, 1992 the transponder must be the appropriate class of TSO-C112 (Mode S).* ***NOTE: "Installation" does not include temporary installation of TSO-C74b or TSO-C74c substitute equipment, as appropriate, during maintenance of the permanent equipment; reinstallation of equipment after temporary removal for maintenance; or for fleet operations, installation of equipment in a fleet aircraft after removal of the equipment for maintenance from another aircraft in the same operator's fleet.***	91.215 121.345(c)	
7	**Airborne Weather Radar System.** No person may operate any *transport category airplanes (except the C-46 type), and non-transport category airplanes certificated after December 31, 1964, unless approved airborne weather radar equipment has been installed in the airplane.* *NOTE: Airplanes used solely within the state of Hawaii, or within the state of Alaska and that part of Canada west of longitude 130 degrees W (between latitude 70 degrees N and latitude 53 degrees N); or during any training, test, or ferry flight, are excepted from this requirement.*	121.357	
8	**Low Altitude Wind Shear System.** a. Except for turbo-propeller powered airplanes, all turbine-powered airplanes manufactured *after* January 2, 1991, must be equipped with an approved airborne wind shear warning and flight guidance system, or an approved airborne detection and avoidance system, or an approved combination of these systems. b. Except for turbo-propeller powered airplanes, all turbine-powered airplanes manufactured *before* January 3, 1991, must be equipped to meet the following requirements: A-300-600; A-310, A-320, B-737 (300, 400, and 500 series); B-747-400; B-757; B-767; F-100, MD-11, and MD-80 (equipped with an EFIS and Honeywell-970 digital flight guidance computer) aircraft must be equipped with an approved airborne wind shear warning and flight guidance system, or an approved airborne detection and avoidance system, or an approved combination of these systems. *All other turbine-powered airplanes must be equipped with at least an approved airborne wind shear warning system. These airplanes may be equipped with an approved airborne wind shear detection and avoidance system, or an approved combination of these systems.*	121.358	

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
9	**Ground Proximity Warning/Glide Slope Deviation Alerting System.** *Verify that turbine-powered airplanes are equipped with a ground proximity warning system that meets the performance and environmental standards of TSO-C92 (or incorporates TSO-approved ground proximity warning equipment), and a ground proximity warning/glide slope deviation alerting system that meets the performance and environmental standards contained in TSO-C92a or TSO-C92b (or incorporates TSO-approved ground proximity warning-glide slope deviation alerting equipment). Conform the aircraft to the appropriate approved documents. Verify installation of proper operational software version, as applicable. If the system is currently deactivated, an entry must have been made in the airplane maintenance record that includes the date and time of deactivation.*	121.360	TSO-C92c
10	**Radio Altimeter.** *Verify installation meets the requirements of the AFM and approved CAT II/III program(s), as applicable.*		AC 120-28D AC 120-29A
11	**Global Positioning System (GPS).** *Installations require appropriate system descriptions, operational procedures, and limitations in the AFM/AOM, as applicable. Also verify software version meets the AFM/AOM and certificate holder's requirements. Conform the aircraft to the appropriate approved documents.*		FSAW 94-32(A), AC 20-138A
12	**Terrain Awareness and Warning System.** *Verify that all turbine-powered airplanes manufactured after March 29, 2002, are equipped with Federal Aviation Administration (FAA)-approved terrain awareness and warning systems that meet the requirements for Class "A" equipment in Technical Standard Order C151. The installation must also include an approved terrain situational awareness display. All turbine-powered airplanes manufactured on or before March 29, 2002, must be equipped as described above by March 29, 2005. Also verify installation of proper operational and terrain database software versions; and that the AFM/AOM contains appropriate procedures for use of the system and proper flight crew reaction in response to the system's audio and visual warnings.*	121.354	TSO C151
	FLIGHT AND NAVIGATION INSTRUMENTS		
13	**Instrument Arrangement and Visibility.** *Verify arrangement and visibility of flight and navigation instruments in accordance with the applicable regulations.*	91.205 121.305(k)	CAR 4b.611, 23.1303, 23.1321, 23.1543, 25.1303, 25.1321, 25.1543
14	**Instrument Markings.** *Verify displayed information and ranges are appropriate to the aircraft and the installed equipment. Also verify that when markings are on the cover glass of the instrument, there must be means to maintain the correct alignment of the glass cover with the face of the dial.*		CAR 4b.731, 23.1541, 23.1543 23.1521, 23.1549, 23.1583, 25.1541 25.1543, 25.1521, 25.1549, 25.1583, AC 20-88A
15	**Electronic Flight Instrument System (EFIS) and Electronic Centralized Aircraft Monitoring (ECAM).** *Verify proper software configuration.*		23.1311, 25.1333 FSAW 95-09C, AC 25-11

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
16	**Airspeed Indicating System.** *Verify installation of an approved instrument at each pilot station that is calibrated in knots; and that each airspeed limitation and item of related information in the AFM and pertinent placards are expressed in knots. The system must include a heated pitot tube or equivalent means for preventing malfunctioning due to icing, and must meet all pertinent airworthiness standards.*	121.303(c), 121.305(a) 121.323, 121.325	CAR 4b.612, 23.1303, 23.1323 25.1303, 25.1323
17	**Sensitive Altimeter.** *Verify installation of an approved instrument at each pilot station. The instruments must be adjustable for barometric pressure.*	91.205, 91.217 121.305, 121.323 121.325	CAR 4b.603, 23.1303, 25.1303 TSO-C10b, TSO-C88 FSAW 97-02, AC 43-6A
18	**Sweep-Second Hand Clock.** *Verify installation of an approved clock displaying hours, minutes, and seconds with a sweep-second pointer, digital presentation, or approved equivalent.*	91.205, 121.305(c)	CAR 4b.603, 25.1303 AC 20-94
19	**Standby Horizon Additional Attitude Instrument.** *Verify that, if required by part 121, section 121.305(j), an approved third such instrument is installed in accordance with section 121.305(k).*	121.305(j)(k)	23.1303, 25.1303
20	**Gyroscopic Bank and Pitch Indicator (e.g., artificial horizon, attitude indicator, etc.).** *Verify installation of an approved instrument at each pilot station.*	91.205, 121.305	CAR 4b.603, 23.1303, 25.1303 FSAW 95-09B
21	**Free Air Temperature Indicator.** *Verify installation of an approved free air temperature indicator or an air temperature indicator that provides indications that are convertible to free air temperature.*	121.305(d)	CAR 4b.603, 23.1303, 25.1303
22	**Gyroscopic Rate of Turn Indicator.** *Verify installation of an approved instrument at each pilot station is combined with an integral slip/skid indicator (turn and bank indicator); except that only slip/skid indicators are required when a third attitude instrument system is installed in accordance with section 121.305(k).*	91.205, 121.305(f)	CAR 4b.603, 25.1303
23	**Gyroscopic Direction Indicator.** *Verify installation of an approved directional gyro, or equivalent, at each pilot station.*	91.205, 121.305(g)	CAR 4b.603, 25.1303(b)
24	**Magnetic Compass.** *Verify installation of an approved instrument that is visible from each pilot station and that is lighted during night operations. On or near the instrument must be a placard that:* a. Shows calibration of the instrument in level flight with the engines operating. b. States whether the calibration was made with radio receivers on or off. c. Displays magnetic heading calibration readings, in not more than 45-degree increments for part 25 aircraft, or 30-degree increments for part 23 aircraft. d. For part 23 aircraft, and except as provided by section 23.1547, the placard must not reflect maximum deviations of more than 10 degrees.	91.205, 121.305	CAR 4b.603 and 4b.612, 23.1303 23.1327, 23.1547, 25.1303, 25.1327, 25.1547

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
25	**Vertical Speed (Rate of Climb) Indicator.** *Verify installation of approved instruments at each pilot station on part 25 aircraft.*	121.305(i)	CAR 4b.603, 25.1303
26	**Speed Warning Device.** *Verify installation on turbine engine-powered airplanes, and airplanes with VMO/MMO greater than 0.8 VDF/MDF or 0.8 VD/MD. The speed warning device must give effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots, whenever the speed exceeds VMO plus six knots or MMO + 0.01. The upper limit of the production tolerance for the warning device may not exceed the prescribed warning speed.*	91.603	CAR 4b.603, 23.1303(e) 25.1303(c)
27	**Machmeter.** *Verify installation at each pilot station, for airplanes with compressibility limitations not otherwise indicated to the pilot by the airspeed indicating system required under part 25, section 25.1303(b)1.*		25.1303(c)
28	**Automatic Pilot System.** *Verify indicators and controls meet applicable airworthiness standards, including the requirement that quick release (emergency) controls must be on both control wheels, on the side of each wheel opposite the throttles. Verify that the AFM (and certificate holder's AOM, if applicable) show minimum altitude for use of autopilot.* ***NOTE: If the certificate holder is authorized for CAT II or CAT III operations, the aircraft autopilot can be used for lower altitudes, when approved by OpSpecs.***	121.579	CAR 4b.612, 23.1329, 25.1329
	ELECTRICAL POWER DISTRIBUTION		
29	**Power Supply.** *Verify installation of a power supply and distribution system on part 25 aircraft that meets the applicable airworthiness requirements, or that is able to produce and distribute the load for the required instruments and equipment with use of an external power supply if any one power source or component of the power distribution system fails. The use of common elements in the system may have been approved if the Administrator found that the common elements are reasonably protected against malfunctioning. Engine-driven sources of energy, when used, must be on separate engines.*	121.313(c)	23.1309, 23.1331 23.1351(a) & (b)(1) thru (b)(4) 23.1353, 23.1365, 23.1431(b) 25.1309, 25.1331, 25.1351(a) 25.1351(b)(1) thru (b)(4) 25.1353, 25.1355, 25.1431(b) AC 20-136, AC 25.1309-1A

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	LIGHTS AND LIGHTING		
30	**Instrument Lighting.** *Verify that instrument lights provide enough light to make each required instrument, switch, or similar instrument, easily readable and installed so that the direct rays are shielded from the flight crewmembers' eyes and that no objectionable reflections are visible to them. There must be a means of controlling the intensity of illumination unless it is shown that non-dimming instrument lights are satisfactory.*	121.323(d) 121.325(c)	23.1381, 25.1381
31	**Warning, Caution, and Advisory Lights.** *If installed in the cockpit, these lights must be (unless otherwise approved by the Administrator):* **Red** for warning lights (lights indicating a hazard that may require immediate corrective action); **Amber** for caution lights (lights indicating the possible need for future corrective action); **Green** for safe operation lights; and Any other color, including white, for lights not described in above, provided the colors differ sufficiently from the colors above to avoid possible confusion. Refer to the AFM for applicable requirements.		23.1322, 25.1322 AFM
32	**Pitot Heat Indication Systems.** *Verify that the indication system incorporates an amber light that is in clear view of a flight crewmember and that is designed to alert the flight crew if the pitot heating system is switched "off," or the pitot heating system is switched "on," and any pitot tube heating element is inoperative.*	121.342	23.1326, 25.1326
	POWERPLANT INSTRUMENTS		
33	**Power Plant Instrument Markings.** *Verify appropriate markings.*		23.1543, 23.1549, 25.1543, 25.1549
34	**Required Powerplant Instruments.** *Verify installation of approved instruments, as listed below:* a. Carburetor Air Temperature indicator for each reciprocating engine (if applicable). b. Cylinder Head Temperature indicator for each air-cooled engine (if applicable). c. Fuel Pressure indicator for each engine; and either an independent fuel pressure warning device for each engine, or a master warning device for all engines with a means for isolating the individual warning circuits from the master warning device. d. Fuel Flow indicator (or Fuel Mixture indicator for reciprocating engines) for each engine not equipped with an automatic altitude mixture control. e. Fuel Quantity indicator for each fuel tank to be used. f. Manifold Pressure indicator for each reciprocating engine (if applicable).	91.205 121.307	CAR 4b.604 and 4b.613 23.1305 25.1305

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	g. Oil Pressure indicator for each engine. h. Oil Quantity indicator for each oil tank. NOTE: Indicator may not always be located on the flight deck. i. Oil Temperature indicator for each engine. j. Oil Pressure warning means for each engine. k. Tachometer for each engine. For turbine engine-powered aircraft, the indicators must display speed rotors (i.e., N1, N2, N3) that have established limiting speeds. l. Temperature indicator for each liquid cooled engine (if applicable). m. Augmentation Liquid Quantity indicator for each tank (if applicable). n. A device that indicates to the flightcrew, during flight, of any change in the power output for each reciprocating engine with an automatic propeller feathering system (if applicable). o. An approved means to ensure prompt detection of a fire in designated fire zones (engine or auxiliary power unit compartments for part 23 and part 25 aircraft). There must also be a means to allow the crew to check, in flight, the functioning of each fire detector electric circuit. p. Reverse Pitch indication for each reversible propeller (if applicable). q. Gas Temperature (e.g., Exhaust Gas Temperature) indicator for each turbine engine (if applicable). r. Engine Starter indication for each turbine engine-powered part 25 aircraft (if applicable). s. Ice Protection System indication for each turbine engine (if applicable). t. Fuel Filter Bypass indication for each turbine engine (if applicable). u. Oil Strainer or Filter warning indication for each turbine engine (if no bypass installed) to warn flightcrew of the occurrence of contamination of the strainer or filter before it reaches capacity (if applicable). v. A means to indicate proper functioning of any heater(s) used to prevent ice clogging of fuel system components. w. Thrust (or directly related, e.g., N1) indicator for each turbojet or turbofan engine (if applicable). x. Thrust Reversing indicator for each engine using a thrust-reversing device, to indicate to the flightcrew when the thrust-reversing device is in the reverse thrust position (if applicable). y. Rotor System Unbalance indicator for part 25 turbojet-powered aircraft (if applicable). z. Torque indication for each turbine propeller-powered aircraft engine (if applicable). aa. Propeller Position indication for each propeller of turbo propeller-powered aircraft (if applicable). bb. For airplanes equipped with fluid systems (other than fuel) for thrust or power augmentation, an approved means must be provided to indicate the proper functioning of that system to the flight crew (if applicable).		

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	cc. Induction System Air Temperature indicator for each reciprocating engine equipped with a pre-heater and having induction air temperature limitations that can be exceeded with preheat (if applicable). dd. For part 23 turbocharger installations, if limitations are established for either carburetor (or manifold) air inlet temperature or exhaust gas or turbocharger turbine inlet temperature, indicators must be furnished for each temperature for which the limitation is established unless it is shown that the limitation will not be exceeded in all intended operations (if applicable). ee. A Coolant Temperature indicator for each liquid-cooled engine (if applicable). ff. For part 23 turbine engine-powered aircraft, a Fuel Low Level warning means for any fuel tank that should not be depleted of fuel in normal operations (if applicable).		
	OTHER SYSTEMS AND EQUIPMENT		
35	**Takeoff Warning System.** *Part 121, section 121.293 requires part 23 normal and commuter category airplanes to have takeoff warning systems that meet the requirements of part 25, section 25.703. The system does not have to cover any device for which it is demonstrated that takeoff with the device in the most adverse position would not create a hazardous condition. Part 25, section 25.703 requires an aural warning during the initial portion of the takeoff roll that the airplane is in a configuration that would not allow a safe takeoff.*	121.293	25.703 (a), AC 25.703-1
36	**Landing Gear Aural Warning Device.** *Except for airplanes that comply with the requirements of part 25, section 25.729 of this chapter on or after January 6, 1992, each airplane must have a landing gear aural warning device that functions continuously under the following conditions:* 1. For airplanes with an established approach wing-flap position, whenever the wing flaps are extended beyond the maximum certificated approach climb configuration position in the AFM and the landing gear is not fully extended and locked. 2. For airplanes without an established approach climb wing-flap position, whenever the wing flaps are extended beyond the position at which landing gear extension is normally performed and the landing gear is not fully extended and locked.	121.289(a)	23.729(f), 25.1309(c)
37	**Flight Deck Inspection.** *Inspect for cleanliness, poor condition, loose/missing equipment, deterioration, breakage, leakage, corrosion, proper installation, and other indications of defects. Pay particular attention to windshields, windows, paneling, flooring, controls, lighting, and wiring installations.*		21.183, AMM
38	**Flight Deck Interiors/Fire Resistance.** *Examine seat dress cover assemblies for meeting the flammability requirements of part 25, section 25.853(a). Review documentation of flame testing. AC 25.853-1 – Flammability*	121.215, 121.312	CAR 4B.381, 23.853,

ITEM	SECTION G: FLIGHT DECK	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	Requirements For Aircraft Seat Cushions.		23.855 23.1359, 23 app. F, 25.853(a) 25.855, 25 app. F AC 25-10, AC 25.853-1
39	**Flightcrew Emergency Exits.** *For airplanes in which the proximity of passenger emergency exits to the flight crew area does not offer a convenient and readily accessible means of evacuation of the flightcrew, and for all airplanes having a passenger-seating capacity greater than 20, flightcrew exits must be located in the flightcrew area. Such exits must be of sufficient size and so located as to permit rapid evacuation by the crew. One exit must be provided on each side of the airplane; or, alternatively, a top hatch may be provided. Each exit must encompass an unobstructed rectangular opening of at least 19 by 20 inches unless satisfactory exit utility can be demonstrated by a typical crewmember.*	121.221(f)	CAR 4b.362, 25.809, 25.807 (j)
40	**Emergency Equipment.** *Each item of emergency and flotation equipment: (1) Must be inspected regularly in accordance with inspection periods established in the OpSpecs to ensure its condition for continued serviceability and immediate readiness to perform its intended emergency; (2) Must be readily accessible to the crew; (3) Must be clearly identified and clearly marked to indicate its method of operation; and (4) When carried in a compartment or container, must be carried in a compartment or container marked as to contents and the compartment or container, or the item itself, must be marked as to date of last inspection.*	121.309	CAR 4b.646
41	**Medical Kit (if located on flight deck).** *Refer to requirements of Section F ("Fuselage Interior"), Item **24**.*	121 app. A, 121.803	91.513 Order 8300.10 (vol. 3 ch 1) AC 25-17
42	**Hand Fire Extinguishers for Flightcrew.** *At least one hand fire extinguisher must be conveniently located on the flight deck for use by the flightcrew. The type and quantity of extinguishing agent must be suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used. Check for fire extinguisher security, pressure, hydrostatic test dates, and seal.*	121.309(c) (1) (4)	CAR 4b.380, 91.513, 23.851 25.851, AC 20-42C
43	**Protective Breathing Equipment (PBE).** *The equipment must protect the flightcrew from the effects of smoke, carbon dioxide or other harmful gases, or an oxygen deficient environment caused by other than an airplane depressurization while on flight deck duty and must protect crewmembers from the above effects while combating fires on board the airplane. (See part 121, section 121.337 (b) (1).)* *One PBE must be on the flight deck, except that the Administrator may authorize another location for this PBE if special circumstances exist that make compliance impractical and the proposed deviation would provide an equivalent level of safety. (See part 121, section 121.337 (9) (i).)*	121.337	CAR 4b.380 ©, 25.1439 8300.10 (vol. 3 ch. 1) HBAT 98-29, AC 25-9a, AC 25-18 TSO-C99
44	**Oxygen Equipment and Supply.** *Aircraft must be equipped with oxygen equipment per part 25, section 25.1441 to 25.1453. Oxygen/fire extinguisher pressure vessel inspections must comply with 49 CFR 173.34, DOT, or US Coast Guard*	91.211, 121.309, 121.329 121.333,	CAR 4b.651, 23.1441 thru

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	requirements. *Crewmember Demand Oxygen Masks TSO-C78, Crewmember Protective Breathing Equipment TSO-C116, Oxygen Mask Assembly Continuous Flow, Passenger (For Air Carrier Aircraft) TSO-C64a, Oxygen Regulators, Demand TSO-C89 Protective Breathing Equipment TSO-C99.* *Check all portable and fixed oxygen bottles and fire bottles for hydrostatic test dates.*	121.574, CFR 49	23.1453 25.1441 thru 25.1453
45	**Seats, Berths, Safety Belts, and Harnesses.** *Each seat at a flight deck station must have a restraint system consisting of a combined safety belt and shoulder harness with a single-point release that permits the flight deck occupant, when seated with the restraint system fastened, to perform all of the occupant's necessary flight deck functions. There must be a means to secure each combined restraint system when not in use to prevent interference with the operation of the airplane and with rapid egress in an emergency.* *Aircraft Seats and Berths (Type I Transport, 6g Forward Load) TSO-C25a, Aircraft Seats and Berths TSO-C39b, Safety Belts TSO-C22g, Torso Restraint Systems TSO-C 114.*	91.521, 121.311(f)	CAR 4b.358 & 4b.381, 23.785 25.785(g), 25.853 AC 21-25A, AC 25.562-1A TSO-22g, TSO-39b, TSO-C 114 TSO-C25a
46	**Approved Flight Deck Check Procedures Checklist.** *Approved procedures must include each item necessary for flight crewmembers to check for safety before starting engines, taking off, or landing, and in engine and systems emergencies.*	121.315	CAR 4b.470, 23.1585, 25.1585
47	**Observer Seat.** *Verify installation, security, and condition of flight deck observer seat and all required peripheral equipment.*	121.581	CAR 4b.358, 25.785(i), 25.853
48	**Placards.** *Verify manufacturer-required placards are installed. Refer to aircraft maintenance manual chapter 11 for data. All placards required in either the approved AFM, the applicable operating rules, operators placard manual or the certification basis must be installed in the airplane.*		CAR 4b.730, 23.1557, 25.1557 25.1541, Order 8400.10 AMM (Ch. 11)
49	**Windshield Wiper.** *Or equivalent for each pilot station.*	91 app. A, 121.313(b)	AC 25-17
50	**Pilot Compartment Doors**. *A lockable door installed between the pilot compartment and the passenger compartment: (a) The emergency exit configuration must be designed so that neither crewmembers nor passengers need to use that door to reach the emergency exits provided for them; and (b) Means must be provided to enable flight crewmembers to directly enter the passenger compartment from the pilot compartment if the flight deck door becomes jammed. In any case where internal doors are equipped with louvers or other ventilating means, there must be a means convenient to the crew for closing the flow of air through the door when necessary.*	121.217 121.219 121.313 (f) SFAR 92-04	CAR 4b.356, 25.772 AC 25-17
51	**Portable Electronic Devices (PED) and Electronic Flight Bags (EFB).** *Verify that the certificate holder has properly determined that permitted portable electronic devices and/or electronic flight bags will not cause interference with*	91.21	8400.10 (vol. 3 ch. 15) HBAT 91-24

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	the navigation and communication systems of the subject aircraft.	121.306	AC 91.21-1A, AC 120-76A AC 121-33A, OpSpecs
52	**Special Airworthiness Requirements.** *No person may operate under this part a non-transport category airplane type certificated after December 31,1964, unless the airplane meets the special airworthiness requirements in part 121, section 121.293.*	121.211 121.293	25.703

ITEM	SECTION H: EQUIPMENT AND CARGO COMPARTMENTS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
1	**Compartment Inspection.** *Perform inspection in electrical/electronics compartment(s). Verify cleanliness, proper condition and security of the compartments and associated equipment. Check for deterioration, breakage, leakage, corrosion, proper installation, and other indications of defects. All controls, wiring, lines, equipment, or accessories that would, upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment. Pay particular attention to cargo and container handling systems, lighting, smoke detectors and fire extinguishers (if applicable), paneling, cargo pit tape installation/adhesion, leaking and corrosion including that which may normally be concealed by compartment liners and paneling. Ensure an airworthiness directive (AD) search for particular make and model aircraft is accomplished. (i.e., cargo doors, weight restrictions, etc.). Ensure any relief given in the operator's minimum equipment list (MEL) is based on the master minimum equipment list (MMEL) or other approved data (i.e., supplemental type certificate (STC) or type certificate (TC)). Verify that all compartments lights are installed. If any lights have been deactivated, verify that appropriate approvals were obtained. Ensure that the inspection program and programs covering other maintenance, preventive maintenance, and alterations include all aspects of the cargo compartment installation.*	121.221 121.367 25.855 25.787 23.787 23.855 135.169	4b.382, 23.787, 23.855, 25.787, 25.855 Order 8300.10 (vol. 3 ch. 1)
2	**Placards and Markings.** *Verify appropriate manufacturer-required placards are installed. Refer to the type certificate data sheet (TCDS), aircraft manufacturer's maintenance manual (chapter 11), aircraft manufacturer drawings, or the Aircraft Flight Manual (AFM), for required data. All required placards must be installed in the airplane.*	23.1557, 25.1557, 25.1541	4b.738 AMM (ch. 11)
3	**Isolation.** *In any case where internal doors are equipped with louvers, or other ventilating means, there must be a means convenient to the crew for closing the flow of air when necessary.*	121.217	
4	**Ventilation.** *Each passenger or crew compartment must be suitable ventilated. (Ref. Title 14 of the Code of Federal Regulations (14 CFR) part 25, section 25.831 or Civil Air Regulation (CAR) 4b.371, as applicable.)*	25.831, 121.219	4b.371
5	**Compartment Linings.** *Each compartment occupied by the flight crew or passengers must be covered with at least flash, fire, or flame-resistant material, as prescribed for the area, by the applicable regulation. For part 25 aircraft, crew/passenger compartments must be lined with materials tested in compliance with part 25, subpart F, part IV V, or as applicable to the compartment area/component. CAR 4b aircraft must meet CAR 4b.381 requirements.* ***NOTE: Lining of the compartments depends on the certification basis of the aircraft, for example the B-747 main deck class "E" compartment is not completely lined.***	23.787, 23.855, 25.853, 25.855, 25.857 121.211	4b.381
6	**Compartment Design.** *Each compartment must be designed so that, when used for storing cargo or baggage, it meets the requirements of this paragraph. The compartment must meet one of the class requirements of part 25, section 25.857 or CAR 4b.382(c) and CAR 4b.383(a) to (e).*	25.857	4b.382 4b.383
7	**Required Crew Emergency Exists.** *Must be accessible under all cargo loading conditions. Flight deck emergency exits cannot be located within the "E" compartment. For aircraft with flight deck emergency side windows and/or top hatch that cannot be opened from outside, the nearest suitable most forward main cabin exit is a required flight crew emergency exit.*	25.809, 25.857, 121.221	4b.383, 4b.362, 21.183 23.807, 23.813, 25.807(g), 25.772

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8	**Passenger and Crew Baggage/Cargo Compartments, Bins, and Galleys.** *All aircraft equipped with passenger and crew baggage/cargo compartments, bins, and galleys must be capable of retaining items of mass (Ref. 14 CFR part 25, section 25.2).*	25.789	
9	**Major Alterations of Aircraft Modified to Cargo Freighters (including palletized restrain systems, cargo doors, etc).** *Must be documented in compliance with Federal Aviation Administration (FAA)-approved data (TCDS, STC and TSO C-90). Only TSO/PMA parts (part 21, section 21.303) may be used for the modification. The modifications must be reflected in the aircraft FAA-approved AFM.* *NOTE: The weight and balance supplement will contain the modification information. Also, intermix of restraint components must be addressed if the operator intends to utilize other OEM "Original Equipment Manufacture" parts. This is a major alteration.*	21.113	
10	**Cabin Ozone Concentration.** *Compliance must be shown by analysis or tests, based on either airplane operational procedures and performance limitations or the certificate holder's operations. The analysis or tests must show either of the following:* 1. Atmospheric ozone statistics indicate, with a statistical confidence of at least 84%, that at the altitudes and locations at which the airplane will be operated, cabin ozone concentrations will not exceed the limits prescribed by paragraph (b) of this section (14 CFR Part 121.578). 2. The airplane ventilation system including any ozone control equipment, will maintain cabin ozone concentrations at or below the prescribed limits. *Verify that the certificate holder's inspection and maintenance program addresses this item.*	121.578	
11	**Cargo Restraint System.** *Aircraft existing cargo restraint system installation (restrain system, pallets and nets) must be properly identified, certificated, and comply with manufacturer's specifications; and have a maintenance program. Authorized ULDs "Unit Load Device" for a particular aircraft configuration should be noted in the operator's manuals. Also, non-certified ULDs are allowed on certain aircraft however, a maintenance program must be shown that prevents these ULDs from becoming a hazard to the aircraft.*	21.303, 21.607 45.11, 45.13 25.1529	TSO C90 or STC
12	**Cargo Compartment Lighting.** *If cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between the lamp bulb and cargo (protective covering). In addition to illuminating the cargo compartment during ground handling and maintenance operations, the ceiling lights in commercial airplane cargo compartments are part of an important safety system. These light assemblies are a component of the cargo lining and are designed to contribute to the smoke and fire containment requirements of various aviation regulatory agencies. However, if a light lens assembly is damaged, missing, or modified, the bulb could become a fire ignition source. In addition, if the light lens were missing on some newer commercial airplane models, the cargo compartment would no longer meet its certification requirements for fire containment.*	25.787	

ITEM	SECTION H: EQUIPMENT AND CARGO COMPARTMENTS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
13	**Cargo Barrier.** *The main cabin used for cargo only must be equipped with a 9g barrier in compliance with this section. The floor, ceiling, walls, and rear bulkhead, as well as all other compartment components, must also meet all of their airworthiness requirements listed in this section. If classified as a class "E," the compartment must meet all the applicable part 25 or CAR 4b requirements of an "E" compartment.* *NOTE: A class "E" compartment may have a restraint system that is certified to the 9g loading requirement and therefore a barrier net is not required. This also requires type 1 ULDs.*	25.561	4b.260
14	**Class "A" Cargo Compartments.** *Defined as compartments in which fire therein would be readily discernible to a member of the crew while at his station; and all parts of a Class "A" compartment (main cargo cabin) can be entered and occupied during flight, by a member of the crew. There must be a hand fire extinguisher available for each Class A compartment, and the compartment must also meet the requirements of part 25, section 25.853 or CAR 4b.381.*	25.851(a), 25.853 25.855, 25.857(a) 25 app. F 121.221, 121.223 121.309	CAR 4b.381(f), 4b.383(a) 91.525 HBAT 97-12A, HBAW 97-12A Order 8110.27A AC 25-17, AC 21-17, AC 25-18
15	**Class "B" Cargo Compartments (small main cabin compartments).** *Cargo and baggage compartments are classified in the "B" category if enough access is provided while in flight to enable a member of the crew to effectively reach all of the compartment and its contents with a hand fire extinguisher. It must have a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station. There must be a hand fire extinguisher available for class "B" compartments. The compartment must be constructed with flame resistant materials and lined with at least fire resistant material, except that additional service lining of flame resistant material may be used. If cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo. Compartments are located immediately behind the flight deck (separated by a wall and door) and accessible to the flightcrew/dead heads in flight. If equipped with jump seat installations and/or galley, potty, life raft, technical library, and/or where "required emergency exits are located, for aircraft with flight deck windows that can not be open from the outside," and/or where the "E" compartment Air Flow Shut Off Valve Control Handle is located, are classified as Class "B" compartments. The compartment must be located forward of the 9G barrier, it must be properly ventilated, protected by the 9g barrier or 9g net/smoke curtain combination against noxious fumes or smoke. Above described "B" compartment cannot be classified as part of the class "E" compartment.*	25.787, 25.851(a)(3) 25.855(b), 25.857(b) 25 app. F 121.221, 121.223	CAR 4b.381(f), 4b.382©, 4b.383(b), 4b.383(b)(2), 4b.383(b)(3), 4b.383(b)(4) 91.525 HBAT 97-12A, HBAW 97-12A Order 8110.27A AC 25-17, AC 21-17, AC 25-18

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16	**Class "C" Cargo Compartments.** *Cargo and baggage compartments are classified in the "C" category if they do not conform to the requirements for the "A", "B", "D," or "E" categories. Each Class "C" compartment must have a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station. It must also have an approved built-in fire extinguishing system controlled from the pilot or flight engineer station, and must be designed to exclude hazardous quantities of smoke, flames, or extinguishing agents from entering into any compartment occupied by the crew or passengers. It must be ventilated and draft controlled, so when the fire-extinguishing agent is discharged, it can control any fire that may start in the compartment, and must be lined with fire resistant material, except that additional service lining of flame resistant material may be used. Aircraft certificated under FAR 25 ("C" compartment) must be constructed with flame resistant materials and lined with at least fire-resistant material. Aircraft certificated under CAR 4b ("C" compartment): If cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo.*	25.787, 25.855(b) 25.855(c), 25.855(d) 25.857(c) 121.221(d) 121.223 121.314 121 app. L	AC 25-17
17	**Class "D" Cargo Compartments.** *Class D cargo compartments must be converted or retrofitted to meet the standards of Class "C" or, for all-cargo operations, Class "E" compartments. Such conversions applicable for transport category airplanes type-certificated after January 1, 1958, must have been accomplished on or before March 19, 2001.*	25.855 121.221, 121.223 121.314, 121 app. L	CAR 4b.382, 4b.383, 91.525 HBAT 97-12A, HBAW 97-12A Order 8110.27A AC 25-17, AC 25-18
18	**Class "E" Cargo Compartments.** *Class "E" compartments are only designed for carriage of cargo. Flightcrews have no access to an "E" compartment while in flight. Seat installation is not authorized in "E" compartments. For each Class "E" compartment:* 1. The main cabin must be constructed with flame-resistant materials and completely lined with fire-resistant material. This depends on the certification basis of the TC or STC. Some aircraft do not have the Class "E" compartment fully lined. 2. It must have a separate system of an approved type smoke or fire detector to give warning at the pilot or flight engineer station. The compartment immediately behind the pilot does not meet this requirement. 3. It must have a means to shut off the ventilating airflow to or within the compartment and the controls for that means must be accessible to the flight crew in the crew compartment. 4. It must have a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering the flight crew compartment. The "E" compartment air shutoff valve handle must not be located within the "E" compartment. 5. If a 9g net is used in place of a solid 9g metal barrier, the 9G net must include a smoke curtain	25.787, 25.855 25.857 121.219, 121.221 121.223, 121.314 121 app. L	CAR 4b.381, 4b.382, 4b.383 91.525 HBAW 97-12A, HBAT 97-12A TSO-C1 Order 8110.27A AC 21-17, AC 25-17 AC 25-18

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	installation forward of the barrier. 6. The compartment must be completely sealed, including the forward 9g barriers or net. ***NOTE: With regards to MEL considerations, if the smoke barrier is damaged the flight deck door must be functional and able to prevent smoke from entering the flight deck.*** 7. Required crew emergency exits must be accessible under all cargo loading conditions. 8. If cargo compartment lamps are installed, each lamp must be installed so as to prevent contact between lamp bulb and cargo.		
19	**Flame Penetration Resistance.** *Cargo compartments must be tested as per part 25, appendix F, part III, part 121, sections 121.221(f)(3) and (4) – Test Method To Determine Flame Penetration Resistance. Each compartment occupied by the crew or passengers (including the compartment immediately behind the flight deck) needs to be tested only to part 25, appendix F, part I or II, and needs to meet only that requirement. Cargo compartments must meet part 25, sections 25.855(a) through (c) and part 121, sections 121.215(a) through (e). This depends on the certification basis of the TC or STC.*	25.855 121.221, 121.287 121.312	CAR 4b.359, 4b.382
20	**Cargo Compartment Restrictions.** *The cargo compartment may not contain exposed controls, wiring, lines, equipment, radios, or accessories, whose damage or failure would affect the aircraft safe operation, unless the items are protected (shielded) so it cannot be damaged by the movement of cargo; and their breakage or failure will not create a fire hazard. Digital Flight Data Recorders (DFDR) or Cockpit Voice Recorders (CVR) attached to the forward side of the rear pressure bulkhead must be protected, as required by part 25, section 25.855 and part 121, section 121.211.*	25.855 121.221	CAR 4b.382
21	**Cargo/Baggage interfering with Fire Protection Equipment.** *There must be means to prevent cargo or baggage in the compartment from interfering with the functioning of the fire protective feature of the compartment.*	25.855, 121.221	CAR 4b.382
22	**Shield and Insulate Cargo/Baggage.** *Sources of heat within the compartment must be shielded and insulated to prevent igniting the cargo or baggage.*	25.855, 121.221	CAR 4b.382
23	**Emergency Exits.** *The required crew emergency exits must be accessible under any loading conditions. On airplanes that have two flight deck windows that cannot be opened from outside, the most forward left main external passenger door is a required emergency exit. Emergency exit markings vary from aircraft to aircraft depending on the requirements of the TC or STC. Some aircraft have the flight deck windows as the required emergency exit and therefore are not required to have the L-1 door marked as an emergency exit.*	25.857(e)(5)	CAR 4b382(e)(5) 8110.27A
24	**Ventilation.** *Part 25 and CAR 4b: Regardless of airplane configuration (passengers or "E" compartment), the entire*	25.831(a)	4b.370 thru 4b.375

ITEM	SECTION H: EQUIPMENT AND CARGO COMPARTMENTS	SPECIFIC REGULATORY REQUIREMENTS	RELATED REQUIREMENTS AND OTHER GUIDANCE
	pressure vessel must be properly ventilated to provide each occupant with an airflow containing at least 0.55 pounds and/or 10 cubic feet per minute of outside fresh air. Regardless of altitude the entire pressure vessel must be maintained at no more than 8,000 feet pressure altitude. The airflow to the compartment immediately behind the flight deck cannot be shut off. The required ventilating airflow also applies to "E" compartment, except that the flow of air to or within the compartment must be controlled and shut off if fire, smoke, or noxious fumes emanate from it.	121.219	
25	**Large Transport Airplane Main Cabin to be Approved as an "E" Compartment.** *Major alterations of passenger aircraft main passenger cabin modified to "E" type cargo compartment freighters, including installed palletized restrain system, cargo door(s), etc., must be performed in compliance with FAA-approved data and properly documented.* *TSO/TSOA/PMA parts must be used for the modification. The modifications must be reflected (included), in the aircraft FAA-approved AFM, Weight and Balance Report, Equipment List, Loading Schedule, and in the aircraft's FAA-approved inspection program, as follows:* 1. STC design data for the conversion to "E" compartment installation, description of system, provisions for ventilation, and control of airflow, normal and abnormal operational instructions, requirements and limitations for cargo door, 9g bulkhead, floors modified to higher load bearing capability, cargo pallets restraint system, pallets and cargo nets must be included in the FAA-approved AFM. 2. Installation and description of each component, plus identification and physical location in aircraft, and cargo restrain system and limitations, must be included in the aircraft's FAA-approved Weight and Balance Report and Equipment List. Loading instructions, identifying all "E" compartment stations maximum loading capacity must also be included in the Weight and Balance Loading Schedule. 3. An inspection/maintenance program for converted "E" compartment installation, including STC designed data, cargo door, 9g bulkhead, floors modified to higher load bearing capability, cargo pallets restrain system, pallets and cargo nets must be included in the aircraft's FAA-approved Continuous Airworthiness Maintenance Program (CAMP). *Reference: CAR 4b are not included because they are almost identical to part 25. Part 21, sections 21.31, 21.93, 21.97, 21.113, 21.303, 21.305, 21.502, 21.607, 25 subpart D, part 25, sections 25.601 to 25.613, 25.803, 25.609(b), 25.831 to 25.833, 25.841 and 25.843, 25.1529, part 121, section 121.370, TCDS and manufacturer's Structural Repair Manual (SRM) and maintenance manuals.*	21.303, 21.607 25.1519, 25.1529, 25.1581(a) (1) to (3) 25.1583(c)	CAR 4b.740(c), CAR 4b.740-1(b) CAR 4b,740(b)(1) TCDS, STC, PMA TSO C-90